

From: [Antony Reynaert](#)
To: [Brown, Michael \(Council\)](#)
Date: Tuesday, July 10, 2012 4:26:06 PM

Strike down the MINIMUM FARE language from the Uber Amendment.

From: [Randall Errington](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Date: Tuesday, July 10, 2012 2:34:33 PM

I would like for you to "strike down the MINIMUM FARE language from the Uber Amendment" .

Are you in favor of innovation or incumbents.

We live in America and support and embrace capitalism, stop protecting the monopolies.

H. Randall Errington
Leading Tax Firms of the World
1-800-TAX-FIRM

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From: [Randall Errington](#)
To: [Brown, Michael \(Council\)](#)
Date: Tuesday, July 10, 2012 2:30:31 PM

I would like for you to "strike down the MINIMUM FARE language from the Uber Amendment" .

Are you in favor of innovation or incumbents.

We live in America and support and embrace capitalism, stop protecting the monopolies.

H. Randall Errington
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From: [Nancy Libin](#)
To: [Catania, David A. \(COUNCIL\)](#)
Date: Tuesday, July 10, 2012 10:52:06 AM

Please support Jack Evans' "no minimum" amendment to the Uber proposal. Thank you.

Nancy Libin
Ward 2 (20037)

From: [Andrew Sutterfield](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#)
Date: Tuesday, July 10, 2012 10:24:03 AM

Good afternoon, the reason for this email today is to politely ask you to strike down the MINIMUM FARE language from the Uber Amendment are you *in favor of innovation or incumbents*
*f*YI

Your name and response will be published in a blog of a 1,000,000 + readers.
If you'll ignore this email, your name will be published as the
DC Council-member who chose to ignore my email.

Best
Andrew Sutterfield

From: [Jay Guenthner](#)
To: [Catania, David A. \(COUNCIL\)](#)
Date: Monday, July 09, 2012 9:51:04 PM

Councilperson Catania -

I have lived in Ward 3 in Washington DC for almost 20 years and feel that it's important that you represent the interests of the voters in the city and not the taxicab drivers. The cab service in DC has been terrible for years and we finally have a nicer, better, limo alternative in Uber and I learn tonight that the Council is considering passing a rule that increases cost and lowers competition. This is the opposite of how business and commerce should work. Please vote in the interest of your voters, not in the interest of the cab drivers. Thanks.

Jennings Guenthner



From: [Jay Guenthner](#)
To: [Brown, Michael \(Council\)](#)
Date: Monday, July 09, 2012 9:47:33 PM

Councilperson Brown -

I have lived in Ward 3 in Washington DC for almost 20 years and feel that it's important that you represent the interests of the voters in the city and not the taxicab drivers. The cab service in DC has been terrible for years and we finally have a nicer, better, limo alternative in Uber and I learn tonight that the Council is considering passing a rule that increases cost and lowers competition. This is the opposite of how business and commerce should work. Please vote in the interest of your voters, not in the interest of the cab drivers. Thanks.

Jennings Guenthner



From: [Diane Querey](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Date: Monday, July 09, 2012 5:20:19 PM

Strike down the MINIMUM FARE language from the Uber Amendment.
I enjoy having the option for lower cost transportation that is more reliable than DC taxi service.

Thank you,

Diane Querey

[REDACTED]

Washington DC 20015

From: [Stogner, Kevin \(Council\)](#)
To: [REDACTED]
Date: Tuesday, July 10, 2012 5:13:02 PM
Attachments: [REDACTED]

This is the amendment, let me know if you have any questions.

Kevin Stogner
General Counsel

Committee on Finance and Revenue
The Honorable Jack Evans, Chair
1350 Pennsylvania Ave NW, Suite 114
Washington, DC 20004
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
www.jackevans.org



From: [Joseph Spector](#)
To: [Brown, Michael \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Cc: [Evans, Jack \(COUNCIL\)](#)
Date: Tuesday, July 10, 2012 3:20:15 PM

Hello,

Councilmember Evans is introducing an amendment that would have no minimum fare for Uber!

I urge you to support this amendment!!!

Low priced hybrid alternative transportation which is more efficient and better for the environment is what DC needs! Let's modernize the district!!!

Thank you,

Joseph Spector

Ward 2



Washington DC 20001

From: [Matt Krimm](#)
To: [Barry, Marion \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Date: Tuesday, July 10, 2012 2:53:20 PM

I am in support of UBER's business model expanding in DC. UBER is a great alternative to regular cabs. They arrive on time anywhere I request, the cars are great running condition (always have A/C), and the drivers are not talking on their cell phones the whole ride. It's a better transportation experience and one that should remain for Washington DC.

I also own a small retail business in the downtown area, and have heard from numerous customers that they use UBER both day and evenings to get to my shop, as parking can be impossible in the area.

Thank you for considering this important transportation option for the residents of DC.

Matt Krimm

Home address:

[REDACTED]

Washington DC 20024

Business:

W. Curtis Draper

[REDACTED]

Washington DC 20005

From: [Bryan Lynch](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Date: Tuesday, July 10, 2012 11:23:59 AM

Please strike down the MINIMUM FARE language in the Uber amendment.

This type of legislation has no place in the free market enterprise that is the backbone of the United States Economy. Blocking innovation by mandating pricing is not only alarming, it is disgusting. Let the market be the proving ground for Uber –or any other company. If they can provide a sustainable value with the business model they have chosen, they will survive, and thrive. If not, they will fail.

Either way, artificially “protecting” an industry by stifling innovation and competition is corruption. Plain and simple.

** Your response –or non response- will be noted in the comments section of a 1,000,000+ readership blog.

Thank You,

Bryan Lynch

From: [Matija Jevtic](#)
To: [Graham, Jim \(COUNCIL\)](#)
Cc: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Date: Tuesday, July 10, 2012 9:57:38 AM

Dear Council,

I am a resident in Columbia Heights DC, and customer of Uber. I also take taxi cabs sometimes, and the DC metro often. I find it shocking that a government would pass a law prohibiting a business from offering a service to consumers at rates that are highly competitive. In a free market economy, consumers should decide whether a business model can exist. If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company.

Instead of voting to fix prices and cause voters to pay more for transportation, I would think City Council would encourage the taxi cab industry to adopt similar technology and compete on better service and efficiency.

Thank you for your time.

Matija Jevtic

Room 3-A500
Computech, Inc./ FCC Financial Systems Operations Group
*** Non-Public: For Internal Use Only ***

From: [REDACTED] on behalf of [Shunit \(Shushu\) Cohen](#)
To: [Mendelson, Phil \(COUNCIL\)](#)
Cc: [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#)
Date: Tuesday, July 10, 2012 5:22:29 AM

Hey,
I'd like you to strike down the MINIMUM FARE language from the Uber Amendment !!
My question to you is:
Are you in favor of innovation or incumbents?

FYI

Your name and response will be published in a blog of a 1,000,000 + readers.
If you'll ignore this email, your name will be published as the DC Council-member who choose to ignore my email

Best
Shunit Cohen



From: [Christian Bonilla](#)
To: [Brown, Michael \(Council\)](#)
Date: Monday, July 09, 2012 7:22:53 PM

Mr. Brown,

As a city resident, taxpayer and free market advocate, I hope that you will not vote to artificially inflate the price of uber's fares in the name of protecting taxi drivers. They have been insulated from competition for too long, and offering better taxi service should be their takeaway from uber's emergence, not constraining the market and punishing citizens. Regardless of the sophistry or legal acrobatics put forward to the public, setting a price floor to reduce innovation in transportation services market simply charges the rest of us to protect a select few.

Please strike down the minimum fare language in the uber amendment.

Sincerely,
Christian M. Bonilla

From: [Melissa Norr](#)
To: [Catania, David A. \(COUNCIL\)](#)
Date: Monday, July 09, 2012 6:03:39 PM

Councilman Catania,

As a constituent, I find it difficult to believe that you would vote for legislation that is directly against the interest of those who live in your Ward and protects the dismal taxi industry in DC. Please know that those who are of my generation and education level, an increasing proportion of DC residents, support UBER and vote religiously. Any council members who vote for this minimum fare legislation to penalize UBER will forfeit my vote in any future election AND I will most certainly do anything and everything in my power to overturn the legislation and kick said council member out of office. This is up to and including lobbying Congress to overturn the legislation and going door to door to ensure that all constituents know of this vote against their interests.

Thank you for your time and attention.
Melissa Norr

From: [Jonathan Smith](#)
To: [Brown, Michael \(Council\)](#)
Date: Monday, July 09, 2012 5:29:36 PM

Dear Councilman Brown,

I am writing to ask you to please strike the minimum fare language from the Uber Amendment. Like many DC residents, I have been frustrated for years with the state of DC's taxi fleet. The cabs are run down, the drivers often have no idea where they're going, they do not reliably respond to dispatch calls, and on numerous occasions I've had drivers refuse to take me to my desired location. I have used Uber many times and can say unequivocally that they provide an important and useful service for my family. Unlike taxi drivers, they will come to my house within minutes of my request. Unlike taxi drivers, they will deliver me to my house from any location without complaint and without stopping to pick up an extra fare. I am convinced that our taxi fleet will never improve without competition.

My wife and I have lived in Washington for over a decade and are proud to be parents of a DCPS student and hope to send all of our children to public schools.

We will remain committed to DC as long as DC is committed to getting rid of the corruption and reforming broken systems, like the one that oversees our taxi fleet.

Thank you for your consideration.

Jonathan Smith

[REDACTED]
Washington, DC 20003

From: [Robert Zuver](#)
To: [Brown, Michael \(Council\)](#)
Date: Monday, July 09, 2012 5:18:30 PM

Dear Councilman Brown,

I am writing to express my extreme opposition to the so-called Uber Amendment that would fix prices for car services at an artificially high rate in order to harm competition with DC's corrupt, mismanaged, and subpar taxicab system. There simply is no pro-citizen justification for this measure; all it does is take more money out of DC residents' pockets and reduce incentives for the taxicab commission to clean up its act.

No council member who supports such a measure is worthy of the public trust. I hope that you will choose the interests of DC's residents over those of its corrupt business interests by voting no on this measure.

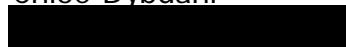
Best Regards,
Bob Zuver
DC Resident and Taxpayer

From: [Chloe Dybdahl](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Date: Monday, July 09, 2012 5:08:52 PM

Dear Council Members,

Today I learned that at a meeting tomorrow the Council may make it difficult for Uber, a wonderful transportation option for DC residents, to provide their service in fuel efficient vehicles at an even lower cost. I cannot believe that the Council would be so blind to the interests of DC residents. Does the taxi lobby really have money to override the interests of every DC resident in having as many low cost transportation options as possible? Taxis are one transportation option. And as with any business taxis should compete fairly in the transportation marketplace for the ultimate benefit of every single consumer in DC. Please do right by DC residents and not just look out for the interests of the taxi lobby to the detriment of every one your constituents.

Best regards,
Chloe Dybdahl


Washington, DC 20005

Proud resident of Washington, DC since 2003.

From: [Alicia Smith](#)
To: [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Date: Monday, July 09, 2012 4:58:06 PM

I have just learned of the planned vote on the Uber Amendment tomorrow and I ask you to please Strike down the MINIMUM FARE language from the [Uber Amendment](#)

To deny me such a good service and force higher prices on me, a voting consumer in the district of Columbia, would be unconscionable.

Thank you

**Alicia Smith
Ward 1 voter and taxpayer**

From: [REDACTED]
To: [Wells, Thomas \(COUNCIL\)](#)
Date: Monday, July 09, 2012 4:52:38 PM

Dear Councilman Wells:

Strike down the MINIMUM FARE language from the [Uber Amendment](#).

I don't know why the city council wants to protect a taxi system that is so dysfunctional.

Royal R. Roth

[REDACTED]
Washington, DC 20003

From: [David Abrams](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: RE: Uber bill
Date: Tuesday, July 10, 2012 3:39:07 PM

Dear Council Members:

As a resident of the District of Columbia who does not own a car, and who uses taxi cabs at least twice a day every day of the week, I am writing to implore you all to vote in favor of CM Jack Evans amendment to the Uber bill which would allow for no minimum rate for Uber.

I take a minimum of two taxi cabs per day and know, from living in this city for over 40 years, that the taxi service in DC leaves much to be desired. It is common knowledge among long-time residents that the cab system is corrupt -- individual taxi cab drivers joke with me about it all the time. The Hack Commission is useless in enforcing violations. Competition for the taxi cab industry can only be a good thing. And please don't try to convince me that the cab drivers are only hard-working, honest people who are trying to make a living. That is true, I would agree, for the most part. But I have also seen many instances where cabbies will try to take the longest way to a destination and won't take advice on which way to go. After the gas fare increase was rescinded a few weeks back, many cabbies tried to charge me the extra dollar for at least 2 weeks after the expiration date. If I tried to argue with some cabbies I got threatened and yelled at. One cabbie pulled over to get a police officer involved and I welcomed the effort. When I got out to talk to the police officer the cabbie spun out into traffic, almost causing an accident, and the police officer followed.

I could go on and on.

Competition for our taxi cab service can only be a good thing. Please vote for no minimum.

Thank you.

David L. Abrams

[REDACTED]

Washington, D.C. 20007

53 Year Old Mom Looks 33

The Stunning Results of Her Wrinkle Trick Has Botox Doctors Worried
consumerproducts.com

From: [Otto Hoernig III](#)
To: [Evans, Jack \(COUNCIL\)](#)
Cc: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)
Subject: "Taxi Improvement"
Date: Monday, July 09, 2012 6:51:10 PM

Council Member Evans,

Good afternoon, I have not yet had the pleasure of meeting or voting for you. I am a new resident of Georgetown Ward2 and look forward to becoming active in the community. I am not new to Washington however having lived in AU Park and then Kent for the past 12 years. I love the city but have never found the time to engage in city politics. Living in Georgetown I hope to change this.

I am writing this evening specifically in response to learning that tomorrow there will be a vote regarding "Minimum Fare language" pertaining to sedan-class vehicles in the Taxi Improvement Bill. By contrast, invoking the section 8 language below would seem to have the opposite effect of "Taxi Improvement". In my 13 years living in Washington DC, I can honestly say with confidence that our city has one of the worst taxi cab / transportation infrastructures when compared with the top major cities I have visited in the country. If the average cab driver in DC knew he were competing for my business with the likes of companies like the UBER car service, perhaps they would show up on time, be more respectful, maintain safer and cleaner vehicles and generally be more pleasant to be around. DC Taxi conditions are simply unacceptable.

We are seeing a rise in innovative car and transportation alternatives for city residents. ZipCar, Car2Go, Capital Bike Share and UBER are all exciting alternatives for the most important city in the world (DC). I firmly believe it is your elected responsibility to encourage change for the better and to bring new capabilities and enhanced services to the residents and visitors of our city. I'm sure you would agree with this, but not having met you I wanted to express that I am with you in this regard.

Specifically what I am concerned with here is the DC Taxi organization which is not fit for today's needs. The language below seems to be written to protect the substandard DC Taxi organization from market erosion due to new service offerings being provided by companies like the UBER car service.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows: "(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I respectfully hope that you and the other council members can find a way to provide incentives for change for the better with regard to taxi and sedan service offerings in the city. I would hate to see a business that offers a better service at a fair and reasonable price be penalized simply because we are trying to protect what doesn't work (namely the DC Taxi business)....

I will admit that I do not have all of the facts in this matter, but what I have read and what I have experienced leads me to write you now.

Respectfully,

Otto Hoernig
Resident Ward2
Georgetown

Otto Hoernig, CEO
Trace Systems, Inc.
www.tracesystems.com
Direct [REDACTED]
Office [REDACTED]

From: [John Bailey](#)
To: [Mendelson, Phil \(COUNCIL\)](#)
Cc: [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: "Uber Amendment" - VOTE NO
Date: Monday, July 09, 2012 5:05:01 PM

Dear Council Members,

As a resident of Washington, DC, I am writing to ask to vote against the so-called "Uber Amendment" which would require them to charge an artificially high rate to provide their valuable and quality service. The livery market is best served with less regulation than more and given that they are proposing an ecologically sound fleet, I can see little reason to pass this law other than to serve entrenched and inefficient interests. Furthermore, given that many cabs in DC do not offer the option of paying with a credit card, Uber is considered an important alternative by many people in this city.

Thank you very much for your time and consideration,

John Bailey

From: [Michael L. Marshall](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: "Uber amendment" additions - Bill 19-630, the "Taxicab Service Improvement Amendment Act of 2012"
Date: Tuesday, July 10, 2012 8:30:51 AM

Mr. Catania,

Can you please provide me with an explanation for the addition of the so called "Uber amendment?" For example, how it would impact revenues to the city; how it would help to better regulate the vehicle-for-hire industry in the city, and any other aspects that would positively or negatively impact the city.

As it stands, today, I, as a citizen of the District, am requesting that the council put off any such vote on the matter, if it is happening within the next few weeks, until the citizens and patrons of DC taxicabs and Uber have a chance to review the new rules, and their impact.

Thank you,

Michael Marshall



From: [Henry Ahn](#)
To: [Wells, Thomas \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)
Cc: [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: "Uber" Car Service Amendment - DO NOT PASS
Date: Monday, July 09, 2012 9:13:54 PM

DC Council,

I am a DC Ward 6 resident, and have just heard about a proposed amendment that is up for a vote that would mandate a higher fare for the Uber car service than it already has. I have used Uber several times in the past few months with great satisfaction. As of now, I pay a minimum 50% premium over the regular cab fare. (Usual cab fare is around \$12-13 and the Uber car service rides have been at least \$20 for the same trip, much more during "surge" times.) That's not peanuts. Frankly, I first balked at the high rates, but now I am happy to do it because I am that happy with the service.

I STRONGLY OPPOSE any action that mandates Uber raise their prices from what they are now.

1. > 50% premium is already a pretty high premium.
2. I wouldn't care about Uber if the DC cabs didn't predictably and consistently break the law by refusing rides and sharing fares. As a resident of the Navy Yard neighborhood, I find it extremely difficult to find a cab that doesn't speed away as soon as I mention Navy Yard. (They lock the doors so passengers can't get in before they announce their destination through a window crack.) Several times, I've stood on the street for over an hour, dismissed by over ten empty cabs who refuse to offer me service as soon as I mention Navy Yard. Sadly, I got used to this abuse, and simply accepted it as "DC life". Uber, though expensive, has removed this problem completely.

As I see it, Uber brought a much needed service to a city whose cab system is unsupervised, seemingly lawless and unfair. Raising Uber's rates, would be a disservice to me, a DC resident and voting citizen, and would also unfairly punish an honest business that did not break the rules, but merely did what the existing system could not do: treat paying customers fairly. All for a >50% premium.

Please, tell me that you are not simply shielding the DC taxi drivers from new, premium competition.

The cab drivers already protect themselves every time they break the law and refuse a fare or make people double up. We, the citizens, are the ones who need protection from them. Do you care about the DC residents or the thugs who drive the cabs? It seems like a pretty simple choice.

Henry Ahn

Washington, DC 20003

From: [REDACTED]
To: [REDACTED]
Subject: [4D-Neighbors] Digest Number 1750[1 Attachment]
Date: Tuesday, July 10, 2012 12:23:26 PM



Community Public Safety Group Group

6 New Messages

Digest #1750

- 1 [July 4th Murder & Shootings @ First & Gallatin Gang-Related](#) by "Joseph Martin" josephmartindc
- 2 [Fw: \[Petworth\] CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Joseph Martin" josephmartindc
- 3 [Re: \[Petworth\] CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Zachary Hartman"
- 4a [Evans moving to strike Über restrictive language](#) by "Joseph Martin" josephmartindc
- 4b [Re: Evans moving to strike Über restrictive language](#) by "Joseph Martin" josephmartindc
- 5 [Background on the Uber issue](#) by "Joseph Martin" josephmartindc

1 [July 4th Murder & Shootings @ First & Gallatin Gang-Related](#)

Mon Jul 9, 2012 3:07 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

The charging document submitted in Superior Court today states that the shooting death of Crevontai Key and the shootings of others at First Street NW and Gallatin Street NW around 8 pm on July 4th are gang-related. Targets of the shootings, according to documents, are members of a 7th and Kennedy gang.

The news is from Homicide Watch DC: <http://homicidewatch.org/2012/07/09/calvin-shaw-held-in-fatal-july-4-gang-shooting/>

JM
[REDACTED]

Attachments with this message:

1 of 1 File(s)



[Defendant Calvin Shaw Charging Document.pdf](#)

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2 [Fw: \[Petworth\] CM Bowser: Don't Kowtow to the Taxi Mafia](#)

Mon Jul 9, 2012 8:12 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

Please share if you like. This issue is heating up on the Petworth Yahoo Group.

Change.org petition about the issue described below:

http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=

utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

From: wayan_vota <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:39 PM
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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3 **Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia**

Tue Jul 10, 2012 6:28 am (PDT) . Posted by: "Zachary Hartman"

Below is the message I sent to CM Bowser and At-Large representatives and CCed other council members yesterday...

*Dear Council Representatives,

I am writing today to implore you to remove language from the Taxi Modernization Bill that would impose minimum fares on sedans, as well as other provisions that will require onerous mandates on independent and smaller cab companies.

Will you take the side of the working class taxi drivers and their customers who would like to compete and participate in a free, market driven environment? Or will you take the side of the the Taxi Cab Commission and those who would like to maintain a stranglehold of regulation that enables them to artificially inflate their prices.* *

Mandating certain rates, and requiring drivers to have equipment that their consumers do not demand, raises the costs for working moms and dads getting to and from the places they must use a car to go - like the grocery store. This is a regressive tax, and we need to be expanding economic freedom in terms of transportation options in DC, not restricting it.* *

Please vote to strip out all arbitrary mandates in the Taxi Modernization Bill that empower the government to demand the terms of service, rather than the consumer. If you fail at this, vote NO on the entire proposal.* *

Thank you for your time and consideration of this message.* *

I look forward to your reply.

All the best -

Zach*

On Tue, Jul 10, 2012 at 8:58 AM, Matt Gever <[REDACTED]> wrote:

> **
>
>
> Council members,
> As stated below, a vote for the current version of the "Uber Amendment" is
> a vote against the citizens of DC. Taxi service in this city is subpar
> best, and is often unsafe and unclean. Additionally, despite the law, many
> can drivers will refuse to take riders to many parts of the city. Uber, on
> the other hand, provides this service when other drivers won't. Creating a
> price floor will simply lot options for many residents of this city.
> Although I nor the constituents below have made large contributions to
> Council and Mayoral campaigns in the same way that can drivers have, I
> still hope you will take our concerns with this bill under consideration.
> Sincerely,
> Matt Gever
>
> Sent from my iPhone
>
> On Jul 10, 2012, at 8:40 AM, Tauqdah <[REDACTED]> wrote:
>
>
>
> CM Bowser et al:
>
> I don't know an "Uber" from a "Guber," but I do know free enterprise,
> and fully understand the relationship between occupational licensing and
> economic liberty; and how, in this country, they are now inextricably
> linked to the Constitution of the United States of America.
>
> There's a short sentence in that document --- 14th-Privileges and
> Immunities --- that reads in part:
>
> ****No state shall make or enforce any law which shall abridge the
> privileges or immunities of citizens of the United States; nor shall any
> state deprive any person of life, liberty, or property, without due process
> of law; nor deny to any person within its jurisdiction the equal protection
> of the laws.**
>
> "Life and liberty," can also be defined as "work;" and there should be
> no gray-area when it comes to "equal protection," or is that still an
> issue? Maybe the council feels we're not a state, so we don't have to act
> like one.
>
> For the sake of economic liberty and the right of every person to be
> able to pursue life, liberty (and work), without the imposition of
> burdensome government regulation, defeat this protectionist proposal before
> you and let's continue to build a city based on freedom, justice and

> equality.
>
> Taalib-Din Uqdah, President
> 14th St. Uptown Business Assoc.
>
>
> -----Original Message-----
> From: wayan_vota <[REDACTED]>
> To: Petworth <[REDACTED]>
> Sent: Mon, Jul 9, 2012 8:39 pm
> Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
>
>
> Muriel,
>
> It's come to my attention that the DC Council is preparing to add the
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> With disregard for service by the existing taxi fleet, I respectfully
> request that you object to the "Uber Amendment" and allow transportation
> alternatives to service our Ward. We certainly need them.
>
> Wayan
>
> More info:
> <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>
>
>
>

--
*Zachary Hartman
**Commissioner*
*SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011
[REDACTED]

**Twitter: @ZacharyHartman
Instagram: ZacharyHartman

*[REDACTED]

*

4a **Evans moving to strike Über restrictive language**

Tue Jul 10, 2012 7:15 am (PDT) . Posted by: "Joseph Martin" josephmartindc

Tweet just arrived:

@Uber: RT @Uber_DC:

@jackevansward2 has introduced an amendment that STRIKES DOWN the minimum fare language. Tweet/call the council to support his amendment!

Joseph Martin

[redacted]

[from mobile]

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4b **Re: Evans moving to strike Über restrictive language**

Tue Jul 10, 2012 7:31 am (PDT) . Posted by: "Joseph Martin" josephmartindc

Just read on a tweet by an MSNBC reporter that Councilmember Mary Cheh says she will revisit this issue in November. That means, if true, after the elections, kicking the can down the road.

Keep the pressure up and follow, in other words.

From: Joseph Martin <[redacted]>

To: [redacted]

<[redacted]>

<[redacted]> 4D Neighbors <4d-neighbors@yahoogroups.com>

Sent: Tuesday, July 10, 2012 10:15 AM

Subject: Evans moving to strike Über restrictive language

Tweet just arrived:

@Uber: RT @Uber_DC:

@jackevansward2 has introduced an amendment that STRIKES DOWN the minimum fare language. Tweet/call the council to support his amendment!

Joseph Martin

[redacted]

[from mobile]

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5 **Background on the Uber issue**

Tue Jul 10, 2012 8:06 am (PDT) . Posted by: "Joseph Martin" josephmartindc

From dcist, yesterday:

http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

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From: [REDACTED]
To: [REDACTED]
Subject: [Adams Morgan] Digest Number 3742
Date: Tuesday, July 10, 2012 9:13:08 AM



For the Adams Morgan Community Group

14 New Messages

Digest #3742

- 1 [New condos at 17th and Euclid](#) by "jkubalak" jkubalak
- 2a [parking space for rent](#) by "Simi Batra" jackstrawdc
- 3a [*KIDS SUMMER SOCCER - Ages 2 - 8 \(Register @ www.kafksoccer.com\)](#) by "kicks_are_for_kids_soccer" kicks_are_for_kids_soccer
- 4a [Re: New York developer revives Adams Morgan hotel project](#) by "Foodim Smith" foodimsmith
- 4b [Re: New York developer revives Adams Morgan hotel project](#) by "Chris Johnson" csjohs7
- 4c [Re: New York developer revives Adams Morgan hotel project](#) by "Andrew Heitman" andrewheitman
- 4d [Re: New York developer revives Adams Morgan hotel project](#) by "Foodim Smith" foodimsmith
- 4e [Re: New York developer revives Adams Morgan hotel project](#) by "Andrew Heitman" andrewheitman
- 4f [Re: New York developer revives Adams Morgan hotel project](#) by "Foodim Smith" foodimsmith
- 5a [Re: Guardian Angel Patrol Report \(Sunday, July 8, 2012\) \[6 Attachmen](#) by "Foodim Smith" foodimsmith
- 6 [FW: \[Nobody's Business Plays Columbia Heights\]](#) by "Mary Lord" cheeky_lucky
- 7 [Housecleaning](#) by "Cathie"
- 8 [seeking child care advice/suggestions in Adams Morgan/Woodley Park a](#) by "Anastasia Gnezditskaia" anastg
- 9 [Urgent! - DC City Council voting tomorrow to prevent Uber from lower](#) by "rvnjgg5" rvnjgg5

1 [New condos at 17th and Euclid](#)

Mon Jul 9, 2012 6:38 am (PDT) . Posted by: "jkubalak" jkubalak

Anyone know how tall the new condos will be and when they expect to finish the project? Also, who's in charge of it? I asked one of the workers last week and he said it was going to be 19 units and would have parking.

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2a **parking space for rent**

Mon Jul 9, 2012 8:44 am (PDT) . Posted by: "[Simi Batra](#)" [jackstrawdc](#)

\$140/month (for 3 months or longer, otherwise \$150/month). Parking space for rent behind the alley off 17th & Euclid. It fits a small to medium-sized car. Email me directly for more info. thanks.

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3a ***KIDS SUMMER SOCCER - Ages 2 - 8 (Register @ www.kafksoccer.com)**

Mon Jul 9, 2012 11:00 am (PDT) . Posted by: "[kicks_are_for_kids_soccer](#)" [kicks_are_for_kids_soccer](#)

KIDS SUMMER SOCCER - (Ages 2 - 8)

6 WEEKS Session only \$99

Registration is now available online @ www.kafksoccer.com

*Space Limited!

-Registration Deadline: Friday July, 13th

-Class Begins: Sat/Sun July, 14th -thru- Sat/Sun August, 18th

"Kicks Are For Kids" is proudly serving ADAMS MORGAN | COLUMBIA HEIGHTS | DUPONT CIRCLE | & MORE.

~KICKS ARE FOR KIDS~

www.kafksoccer.com

call: [REDACTED]

email: [REDACTED]

Thank You!

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4a **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:03 am (PDT) . Posted by: "[Foodim Smith](#)" [foodimsmith](#)

If you read Sydel's web PR it would indicate our city's approval process is a sham, a mere theater so that concerned residents can be duped into thinking they can affect this process at all, that our zoning laws are going to be disregarded before we've even had a public hearing. After reading this I think it's safe to say Friedman and Wexler have the office of planning and zoning commission in their pockets and they have pretty deep pockets. <http://www.sydelgroup.com/projects/hotels/washington-dc/>

And not the least of our concerns should be that the CEO of the Sydel group is being sued by his development partner for mismanagement of the ACE and NoMAD hotels, including cost overruns. According to the article, this wouldn't be such an issue if the profits were actually strong. <http://therealdeal.com/blog/2012/04/03/developer-of-trendy-ace-nomad-hotels-sues-partner/>

From: [REDACTED]
To: [REDACTED]
Sent: Friday, July 6, 2012 3:08 PM
Subject: [Adams Morgan] New York developer revives Adams Morgan hotel project

This could potentially be a good win for the project and the city. With the backing of a real hotel developer the project should be able to move forward without such a large public subsidy and move away from a tax abatement to a TIF and have less pressure to maximize the zoning request.

New York developer revives Adams Morgan hotel project
<http://www.bizjournals.com/washington/print-edition/2012/07/06/new-york-developer-revives-adams.html>

Sydell Group LLC
<http://www.sydellgroup.com/projects/hotels/washington-dc/>

Developer of trendy Ace, NoMad hotels sues partner
<http://therealdeal.com/blog/2012/04/03/developer-of-trendy-ace-nomad-hotels-sues-partner/>

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4b **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:10 am (PDT) . Posted by: "Chris Johnson" csjohs7

You gleamed all that from one paragraph on a company's own website?

What did you want them to say?

"IF we get approval from the DC council, and the people of the community, and secure financing, and pay off a few key members of the city council, and have our construction plans approved, THEN Sydell Group Ltd will be developing a new, full service hotel.....!"

- CJ

On Mon, Jul 9, 2012 at 1:56 PM, Foodim Smith <[REDACTED]> wrote:

> **

>

>

>

> If you read Sydell's web PR it would indicate our city's approval process

> is a sham, a mere theater so that concerned residents can be duped into

> thinking they can affect this process at all, that our zoning laws are

> going to be disregarded before we've even had a public hearing. After

> reading this I think it's safe to say Friedman and Wexler have the office

> of planning and zoning commission in their pockets and they have pretty

> deep pockets. <http://www.sydellgroup.com/projects/hotels/washington-dc/>

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> And not the least of our concerns should be that the CEO of the Sydell

> group is being sued by his development partner for mismanagement of the ACE

> and NoMAD hotels, including cost overruns. According to the article, this
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>
> *From:* [REDACTED] <[REDACTED]>
> *To:* [REDACTED] <[REDACTED]>
> *Sent:* Friday, July 6, 2012 3:08 PM
> *Subject:* [Adams Morgan] New York developer revives Adams Morgan hotel
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4c **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:12 am (PDT) . Posted by: "Andrew Heitman" [andrewheitman](#)

I would really love to hear the anti-Hotel contingent state a preferred plan for this currently aging vacant property.

On Mon, Jul 9, 2012 at 2:09 PM, Chris Johnson <[REDACTED]> wrote:

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>
>
> You gleamed all that from one paragraph on a company's own website?
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> What did you want them to say?
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> "IF we get approval from the DC council, and the people of the community,
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> developing a new, full service hotel.....!"
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> - CJ
>
>
> On Mon, Jul 9, 2012 at 1:56 PM, Foodim Smith <[REDACTED]> wrote:
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>>
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>>
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4d **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:16 am (PDT) . Posted by: "Foodim Smith" foodimsmith

Andrew:

Many alternate proposals would be preferred, but the Church has set some pretty ridiculous conditions on the use of the Church. The Church had other proposals for the building, but they won't make them public, they have been asked on multiple occasions and have refused. So why don't you ask the Church to make these alternate proposals public or tell them to relax their insane restrictions on what can go in the building, instead of harassing concerned residents.

From: Andrew Heitman <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 2:12 PM
Subject: Re: [Adams Morgan] New York developer revives Adams Morgan hotel project

I would really love to hear the anti-Hotel contingent state a preferred plan for this currently aging vacant property.

On Mon, Jul 9, 2012 at 2:09 PM, Chris Johnson <[REDACTED]> wrote:

>
>You gleaned all that from one paragraph on a company's own website?
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>What did you want them to say?
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4e **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:18 am (PDT) . Posted by: "Andrew Heitman" [andrewheitman](#)

I think I just did.

And I do not think this request is of a harassing nature, at least not in the way that the anti-Hotel contingent harasses the greater community with the tales of absurd doom and gloom.

If most folks are just going to shoot down any ideas that are feasible, than its clear that we are at a total stalemate and should probably just accept that nothing will get done.

On Mon, Jul 9, 2012 at 2:16 PM, Foodim Smith <[REDACTED]> wrote:

> **
>
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> Andrew:
>
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> pretty ridiculous conditions on the use of the Church. The Church had
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>
> *From:* [REDACTED] <[REDACTED]>
> *To:* [REDACTED] <[REDACTED]>
> *Sent:* Friday, July 6, 2012 3:08 PM
> *Subject:* [Adams Morgan] New York developer revives Adams Morgan hotel
> project
>
>
> This could potentially be a good win for the project and the city. With
> the backing of a real hotel developer the project should be able to move
> forward without such a large public subsidy and move away from a tax
> abatement to a TIF and have less pressure to maximize the zoning request.
>

> New York developer revives Adams Morgan hotel project
>
> <http://www.bizjournals.com/washington/print-edition/2012/07/06/new-york-developer-revives-adams.html>
>
> Sydell Group LLC
> <http://www.sydellgroup.com/projects/hotels/washington-dc/>
>
> *Developer of trendy Ace, NoMad hotels sues partner*
> *
> <http://therealdeal.com/blog/2012/04/03/developer-of-trendy-ace-nomad-hotels-sues-partner/>
> *
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4f **Re: New York developer revives Adams Morgan hotel project**

Mon Jul 9, 2012 11:36 am (PDT) . Posted by: "Foodim Smith" foodimsmith

Andrew:

Your response is a bit odd, I don't recall reading in your email that you wanted to know what else the Church wanted to go in there. Perhaps you should re-read my previous post so you have a better understanding of the problem. It's not that other people can't find good uses for the building, but the First Church of Christ Scientist, that owns the building and has decided to let it deteriorate and remain an eyesore, while they use their other building a few doors down, has refused to consider any other proposals. They went with the highest bidder, but the only way to get that is to disregard all zoning regulations, create an eyesore, and cause serious negative issues for the projects neighbors.

So are you saying that we should reward the First Church of Christ Scientist owners for letting their building fall into neglect, by disregarding all zoning regulations and giving the project a \$46 million tax abatement. So if I'm a building owner in DC and I let my building fall into neglect does that mean that I will be rewarded with amazing incentives, regardless of the impact on the surrounding buildings and neighborhood? No and the reason why is I don't have deep pockets to pay to play in this city, which is how these things happen. This project is not here because of common sense, its here because of "common(aka foxhall partner) cents."

From: Andrew Heitman <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 2:18 PM
Subject: Re: [Adams Morgan] New York developer revives Adams Morgan hotel project

I think I just did.

And I do not think this request is of a harassing nature, at least not in the way that the anti-Hotel contingent harasses the greater community with the tales of absurd doom and gloom.

If most folks are just going to shoot down any ideas that are feasible, than its clear that we are at a total stalemate and should probably just accept that nothing will get done.

On Mon, Jul 9, 2012 at 2:16 PM, Foodim Smith <[REDACTED]> wrote:

>

>Andrew:

>

>Many alternate proposals would be preferred, but the Church has set some pretty ridiculous conditions on the use of the Church. The Church had other proposals for the building, but they wont make them public, they have been asked on multiple occasions and have refused. So why don't you ask the Church to make these alternate proposals public or tell them to relax their insane restrictions on what can go in the building, instead of harrasing concerned residents.

>

>

> From: Andrew Heitman <[REDACTED]>

>To: [REDACTED]

>Sent: Monday, July 9, 2012 2:12 PM

>Subject: Re: [Adams Morgan] New York developer revives Adams Morgan hotel project

>

>

>

>

>I would really love to hear the anti-Hotel contingent state a preferred plan for this currently aging vacant property.

>

>

>

>On Mon, Jul 9, 2012 at 2:09 PM, Chris Johnson <[REDACTED]> wrote:

>

>

>>

>>You gleamed all that from one paragraph on a company's own website?

>>

>>What did you want them to say?

>>

>>"IF we get approval from the DC council, and the people of the community, and secure financing, and pay off a few key members of the city council, and have our construction plans approved, THEN Sydel Group Ltd will be developing a new, full service hotel.....!"

>>

>>

>>- CJ

>>

>>

>>

>>On Mon, Jul 9, 2012 at 1:56 PM, Foodim Smith <[REDACTED]> wrote:

>>

>>

>>>

>>>

>>>If you read Sydel's web PR it would indicate our city's approval process is a sham, a mere theater so that concerned residents can be duped into thinking they can affect this process at all, that our zoning laws are going to be disregarded before

we've even had a public hearing. After reading this I think it's safe to say Friedman and Wexler have the office of planning and zoning commission in their pockets and they have pretty deep pockets. <http://www.sydellgroup.com/projects/hotels/washington-dc/>

>>>

>>>And not the least of our concerns should be that the CEO of the Sydell group is being sued by his development partner for mismanagement of the ACE and NoMAD hotels, including cost overruns. According to the article, this wouldn't be such an issue if the profits were actually strong. <http://therealdeal.com/blog/2012/04/03/developer-of-trendy-ace-nomad-hotels-sues-partner/>

>>>

>>>

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>>>

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>>>

>>>From: [REDACTED]

>>>To: [REDACTED]

>>>Sent: Friday, July 6, 2012 3:08 PM

>>>Subject: [Adams Morgan] New York developer revives Adams Morgan hotel project

>>>

>>>

>>>

>>>This could potentially be a good win for the project and the city. With the backing of a real hotel developer the project should be able to move forward without such a large public subsidy and move away from a tax abatement to a TIF and have less pressure to maximize the zoning request.

>>>

>>>New York developer revives Adams Morgan hotel project

>>><http://www.bizjournals.com/washington/print-edition/2012/07/06/new-york-developer-revives-adams.html>

>>>

>>>Sydell Group LLC

>>><http://www.sydellgroup.com/projects/hotels/washington-dc/>

>>>

>>>Developer of trendy Ace, NoMad hotels sues partner

>>><http://therealdeal.com/blog/2012/04/03/developer-of-trendy-ace-nomad-hotels-sues-partner/>

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>>>

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5a **Re: Guardian Angel Patrol Report (Sunday, July 8, 2012) [6 Attachmen**

Mon Jul 9, 2012 11:12 am (PDT) . Posted by: "Foodim Smith" foodimsmith

To the Guardian Angel Patrol:

Thank you for doing the work that our taxpayer provided police don't do because they are too busy making sure that the Bars on 18th st in Adams Morgan make as much money as they can.

At least we can count on you. If you have the resources, can you please patrol Champlain st between florida and kalorama and kalorama and Euclid after midnight and into the wee hours, because the police don't do it.

You might see police around here around 10:30pm, but when the crime actually happens in the wee hours (and not just on Friday and Saturday), the police are non-existent on the residential streets of the Reed-Cooke neighborhood. And the police that stand in front of the bars on 18th street as part of "Operation Adams Morgan" shooting the breeze with the bouncers and each other, and ogling the women walking by, aren't allowed to leave their posts and actually help residents or other victims of crime on the neighborhood streets.

Thank you.

From: John Ayala <[REDACTED]>
To:
Sent: Sunday, July 8, 2012 9:37 PM
Subject: [Adams Morgan] Guardian Angel Patrol Report (Sunday, July 8, 2012) [6 Attachments]

[Attachment(s) from John Ayala included below]

Adams Morgan

On Sunday, July 8, 2012, at approximately 3:30 am, a adult female stopped the Guardian Angels who were on patrol on 18th Street and Kalorama Road, NW. She told them that an adult male called her out her name and then shoved her to the ground. That caused her to bleed from her hands and elbow. Two Guardian Angels stayed with the suspect and victim while two other Guardian Angels went to get police. After police interviewed the victim, the suspect was taken into custody.

Georgetown

On Sunday, July 8, 2012, the Washington DC Guardian Angels spent 3 hours on and around the 2400 block of M Street, NW passing out flyers. The flyers were to assist MPD get the word out that they are trying to locate a person of interest in connection with a sexual assault. The assault occurred on the 2400 block of M Street, NW on Saturday, June 30, 2012. The community thanked us for handing out the information. Photos are attached.

--

John "Unique King" Ayala
DC Chapter Leader/East Coast Director
Alliance Of Guardian Angels/DC Chapter

1425 K Street, NW Suite 350
Washington, DC 20005
[REDACTED]

<http://guardianangels.org/chapters/dc/wish-list/>

<http://facebook.com/washingtondcguardianangels><http://twitter.com/dcgardianangel>

http://www.youtube.com/watch?v=GweL-O4_2Q&feature=related

www.youtube.com/3rdrail1988

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Mon Jul 9, 2012 11:50 am (PDT) . Posted by: "Mary Lord" [cheeky_lucky](#)

My brother in law's a great reporter for McClatchy News - and an even better guitarist with this great R&B band. Rock the house July 18 with Nobody's Business at Acre 121, a great bar and BBQ joint in Columbia Heights from 8-8:45 p.m. And we need as many of you there as we can get because the band is competing against three others!

Mary

Mary Lord

Date: Mon, 9 Jul 2012 11:20:33 -0700

To: [REDACTED]

From: [notification+](#) [REDACTED]

Subject: [Nobody's Business Plays Columbia Heights] Yay!

FacebookJonathan Landay posted in Nobody's Business Plays Columbia HeightsJonathan Landay 2:20pm Jul 9 Yay!

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7 [Housecleaning](#)

Mon Jul 9, 2012 11:58 am (PDT) . Posted by: "Cathie"

I have a wonderful housecleaner who has worked for me for several years. She is excellent at her work, very responsible, and kind. She also will do laundry. She works for me a half day every week. If she can match with another half day on a weekly basis she will. She also works for others in my building one full day weekly or every other week. Please contact her directly. Her name is Maria. [REDACTED] I will be glad to offer references. Cathie

Sent from my iPad

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8 [seeking child care advice/suggestions in Adams Morgan/Woodley Park a](#)

Mon Jul 9, 2012 3:07 pm (PDT) . Posted by: "Anastasia Gnezditskaia" [anastg](#)

Dear All,

I am seeking a day care facility for my 6-month old daughter in Adams Morgan/Cleveland Park/Mt Pleasant/Kalorama Heights area. If you know of any nice places you could recommend, please email me at [REDACTED]

Thanks --
Anastasia

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9 [Urgent! - DC City Council voting tomorrow to prevent Uber from lower](#)

Mon Jul 9, 2012 3:42 pm (PDT) . Posted by: "rvnjgg5" [rvnjgg5](#)

From: Travis, Uber CEO <[REDACTED]>

Date: July 9, 2012 4:40:52 PM EDT

To:

Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

Reply-To: Travis, Uber CEO <[REDACTED]>

On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the Uber Amendment.

Here are the City Council members' contact info. Call/write as many of them as possible!

- Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED]
- Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh
- Michael Brown, at-large, (202) [REDACTED] @cmmichaelabrown
- Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
- Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2
- Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser
- Kenyan McDuffie, Ward 5, (202) [REDACTED] @kenyanmcduffie
- Tommy Wells, Ward 6, (202) [REDACTED] @tommywells
- Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma
- Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr
- David Catania, at-large, (202) [REDACTED] @cataniapress
- Vincent Orange, at-large, (202) [REDACTED] @vincentorangedc

Keep the #UberDCLove alive. See full blog post here.

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

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GROUP FOOTER MESSAGE

Welcome to the Adams Morgan Onelist, founded by JB Fields and Josh Gibson on October 30, 1999. RIP, J. In Adams Morgan we trust.

To subscribe, send an e-mail to [REDACTED] with your zip code in the body of the message.

To post a message, send your e-mail to [REDACTED]

To unsubscribe, send a blank e-mail to [REDACTED]



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From: [REDACTED]
To: [REDACTED]
Subject: [Brookland] Digest Number 4677[1 Attachment]
Date: Tuesday, July 10, 2012 5:18:27 AM



Brookland Group

23 New Messages

Digest #4677

- 1a [Brookland digest format](#) by "Joseph" jsheehan6
- 1b [Re: Brookland digest format](#) by "Guy Brandenburg" gfbrandenburg
- 2 [bike stolen](#) by "Jason S" shermanatorx
- 3 [Puppies and Ice Cream!](#) by "Green Paws" greenpawsd
- 4a [One Comment on Underground Wires](#) by "dcdonutlovers" dcdonutlovers
- 4b [Re: One Comment on Underground Wires](#) by "Hugh Elliott" hjeoe
- 5 [ISO tree guy Matthew Bryce](#) by "Katherine Newell" ksnewell
- 6 [Tree Guy](#) by "Hugh Elliott" hjeoe
- 7 [Pepco, outages and solar power](#) by "DavidL" villagetwins
- 8a [Re: Pepco Ideas & Generation](#) by "tzugi46" tzugi46
- 8b [Re: Pepco Ideas & Generation](#) by "Kathy" editorcd
- 9 [FW: CM McDuffie's letter to the Mayor on the proposed car barn locat \(Council\)" jonsmandel5](#) by "Mandel, Jon (Council)" jonsmandel5
- 10 [House/Dog Sitter Needed](#) by "tpent421" tpent421
- 11 [Ward 5 for Obama Neighborhood Meet-and-Greet: July 11](#) by "clever.crystal" clever.crystal
- 12a [Re: \[woodridge5b\] Re: \[Brookland\] Yoga recommendation](#) by "f.g. hubbard" fg1913
- 12b [Re: \[woodridge5b\] Re: \[Brookland\] Yoga recommendation](#) by "Annie Wolfson" anniewolfson
- 13 [Reminder: ANC 5C Public Meeting,Tuesday, July 10th, 2012 All Nations Resident"](#) brookland.resident
- 14a [McDuffie asks D.C. to move streetcar barn from Ward 5 site](#) by "Debbie Smith-Steiner" steinerlynn112
- 14b [Re: McDuffie asks D.C. to move streetcar barn from Ward 5 site](#) by "Jason Moore" jmoore0972

15	Chimney repairs	by "jaustincarlson" jaustincarlson
16a	Uber Cab in Jeopardy	by "Matt Turley" mattturley
16b	Re: Uber Cab in Jeopardy-and WELL it should be	by "brokemoto" brokemoto
16c	Re: Uber Cab in Jeopardy-and WELL it should be	by "brokemoto" brokemoto

1a [Brookland digest format](#)

Mon Jul 9, 2012 7:12 am (PDT) . Posted by: "Joseph" jsheehan6

Is it just me or are other Listserv members getting a truncated form of the digest? It seems that the first post is correctly formatted in the digest and then subsequent posts truncate to around 10 characters per line. That becomes unreadable. Anyone with a similar whacked out formatting?

Joe on Lawrence

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1b [Re: Brookland digest format](#)

Mon Jul 9, 2012 7:41 am (PDT) . Posted by: "Guy Brandenburg" gfbrandenburg

This seems to be a new "feature" (aka bug) in yahoogroups.

Guy

On Jul 9, 2012, at 10:05 AM, "Joseph" <[REDACTED]> wrote:

> Is it just me or are other Listserv members getting a truncated form of the digest? It seems that the first post is correctly formatted in the digest and then subsequent posts truncate to around 10 characters per line. That becomes unreadable. Anyone with a similar whacked out formatting?

>

> Joe on Lawrence

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2 [bike stolen](#)

Mon Jul 9, 2012 7:57 am (PDT) . Posted by: "Jason S" shermanatorx

Hi,

Please keep your eyes open for a red XL Specialized Rockhopper bike.
(<http://www.bikepedia.com/Images/QBimages.aspx?itemid=16629&if=2007-Specialized-Rockhopper.jpg>) Since i bought it used, i dont know the exact year but it has a bunch of new components on it with road tires. It was parked at the N Street side of the NY Ave metro friday and was stolen sometime during the day. I had an onguard lock on it. They left that behind. The lock looks like they used a grinder to cut it at the bend of the U while something was applying pressure outward to the

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inside of the U part of the lock.

if you do see it, i guess note the location and send me an email so i can follow up with the police.

thanks,
jason

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3 **Puppies and Ice Cream!**

Mon Jul 9, 2012 8:12 am (PDT) . Posted by: "[Green Paws](#)" greenpawsd

Hi, folk! Just wanted to send out a final reminder about our big event on Saturday! Puppies, ice cream and photography -- all for a good cause. Please try to stop by - we'd love to see you!

Atilla & Lisa

Owners, Green Paws/Bacio Pizzeria

Say 'Treats!'

Reserve your spot now for July 14 -- Houndstooth Photography at Green Paws!
Say 'Treats!' Pet Portraits, Ice Cream Social & City Dogs Rescue Fundraiser

Green Paws

DATE: July 14, 2012

TIME: 3 p.m.-6 p.m.

LOCATION: 81 Seaton Place

MORE: There is SO much happening at Green Paws this Saturday!

Gracy Obuchowicz, an award-winning professional photographer and owner of Houndstooth Photography will be on hand capture your dog or cat's best summer pose. We're

almost fully reserved, so email us at [REDACTED] to get that last slot or be included on the waiting list. Or just try your luck and drop by!

Sessions, which can include both owner and pet, last about 20 minutes and will produce a variety of images that can be viewed online. Each session is \$65 (plus \$15 for each additional pet), and will include a free high-quality 8x10 photograph or two high-resolution digital files (a \$25 value).

Ten percent of all proceeds will go to City Dogs Rescue. These fabulous folks will also be on hand Saturday with pups seeking a forever home. Just wait until you meet Watson. You'll melt.

Speaking

of melting, we're taking serious precautions in this heat! We have a shaded, fanned area for the pet portraits, lots of ice water AND, in conjunction with Bacio Pizzeria we're combining all this puppy fun with an ice cream social. People ice cream from Moorenkos; pups eat from Yöghund. Yummy flavors for all!

We hope to see you for one or more of these fabulous events Saturday!

Join Our Mailing List!

Green Paws

81 Seaton Place NW

Washington, District of Columbia 20001

Save 10% Sign up for a pet portrait from Houndstooth Photography and receive 10 percent off any item. Offer good on day of pet portrait session only.

Offer Expires: July 14, 2012

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Green Paws| 81 Seaton Place NW| second floor| Washington| DC| 20001

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4a **One Comment on Underground Wires**

Mon Jul 9, 2012 8:31 am (PDT) . Posted by: "[dcdonutlovers](#)" [dcdonutlovers](#)

Good morning all,

I am not injecting on own opinion about whether or not the power lines should be put underground. I have my own personal thoughts, but due to the nature of my job, I'll keep them to myself so I'm not taken out of context. I did, however, want to make the following point:

When power lines are underground if service is disrupted, it does take longer to restore power due to the need for access.

This is the classic risk and reward scenario. You may keep power in more storms, but when it goes out, it will stay out for longer.

There are other reasons pro and con for undergrounding vs. not undergrounding. The storm of last week should not sway you either way since the storms intensity and suddenness, you can't theorize what would have happened.

For those on either side of the issue, there are a number of studies, surveys, etc available to you to educate yourself on the costs, benefits, downsides, etc.

On this listserv I have seen a lot of rhetoric, but simply based on the writers opinion and not fact or analysis. There are a lot of moving pieces in terms of undergrounding, so it's not as simple as saying do it.

The post article is a good one because it shows that there isn't simply a good or bad or right or wrong, but it is fuzzy.

Lastly, for those advocating a change in Pepco ownership structure, instead of fighting for a cooperative, check out a Municipal owned-utility. Seattle Power & Light is a good example.

-Dee on 12th

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4b **Re: One Comment on Underground Wires**

Mon Jul 9, 2012 8:59 am (PDT) . Posted by: "[Hugh Elliott](#)" [hjeoe](#)

Dee on 12th:

Well done! I seriously believe we all need to avoid knee-jerk responses to our most recent experience and be quite sober in our analysis for the future.

Aut suavitate aut vi.

In utrumque paratus.

Fortiter et recte.

Hugh Elliott

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5 ISO tree guy Matthew Bryce

Mon Jul 9, 2012 9:23 am (PDT) . Posted by: "[Katherine Newell](#)" [ksnewell](#)

Does anyone have contact information for Matthew Bryce, the tree guy who did work up on 1300 block of Kearney, and who left flyers around the neighborhood? If so, can you please send me his phone number? I'd greatly appreciate it.

Katherine
1200ish Kearney

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6 Tree Guy

Mon Jul 9, 2012 9:47 am (PDT) . Posted by: "[Hugh Elliott](#)" [hjeoe](#)

The particular "Tree-Guy" Katherine on Kearney writes of is unknown to me, but I have had excellent results with the below listed "Tree-Guy":

Mr. Lorenzo Smith of Lowe Tree Service (Insured)

Ofc - [REDACTED]

Cell [REDACTED]

Aut suavitate aut vi.

In utrumque paratus.

Fortiter et recte.

Hugh Elliott

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7 Pepco, outages and solar power

Mon Jul 9, 2012 9:47 am (PDT) . Posted by: "[DavidL](#)" [villagetwins](#)

After reading through some of the threads, I want to spell out a few things just to get the record straight:

1) Where you get your power does not determine whether you will lose power during a storm because Pepco still owns and maintains all power lines. Even if you buy your power from a competitor.

2) My wife and I installed a solar roof last year. It's great and pays for itself in about three or four years, after taking into account DC grants, federal tax credits and SRECS credits, which can amount to thousands per year. And that's in addition to the fact that your electric bill will be greatly reduced each month.

3) The law requires solar systems to be shut down when the grid is down. That's because there'd be nowhere for the excess power to go, and it would start a fire. You can get a battery for your system, which would let it stay up and running during outages — but they are prohibitively expensive. At least for us.

-David @ 13th/Irving

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8a **Re: Pepco Ideas & Generation**

Mon Jul 9, 2012 11:00 am (PDT) . Posted by: "tzugi46" tzugi46

Acquiring Pepco by eminent domain is not a realistic alternative.

As someone who is involved in valuing utility companies, although nothing to do with PEPCO, the cost of exercising Eminent Domain would be in the billions of dollars. DC Government simply would not have the ability to come up with the amount of money PEPCO would be entitled to receive by the courts.

And the courts would not even consider what is fair or unfair to the shareholders. That is not something that comes into play in determine the value of the company and how much DC would have to pay. The shareholders have no say in the matter, it is only PEPCO that has a say in the matter.

While the Federal government does and has acquired electric utility companies by eminent domain, it has the ability to pay by exercising this right and also has the ability to operate them thru the TVA, BOR, COE, etc.

The previous mayor realized that the City did not even have the ability to manage the construction of schools and asked the Corps of Engineers to take it over, and they have done an excellent job in handling the construction, but I don't see the Federal government willing to take over handling the electrical utility needs of DC.

There are also other jurisdictions still without power from the same storm but those jurisdictions are not moving to do away with private ownership of utility companies.

We just have to learn to live with "Acts of God."

Re: [Brookland?] Pepco Ideas

Kathy [REDACTED] via yahoogroups.com

On 7/6/2012 7:51 AM, Kathy wrote:

There's a fifth option, as well:

Pepco, in its current form, does not need to continue to exist, after its repeated failures to properly and efficiently meet the power distribution needs of the public in our area. There's a reason that electricity is considered a "public utility."

The government has the ability -- through its eminent domain authority --

to unilaterally take over Pepco's power distribution system (paying its current shareholders a fair price as part of the deal). This would return power distribution to being a public service, rather than continuing to make it a private profit center. The government could create a not-for-profit cooperative (owned by its customers) to operate the new power distribution company.

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8b **Re: Pepco Ideas & Generation**

Mon Jul 9, 2012 12:19 pm (PDT) . Posted by: "Kathy" editorcd

I fully realize I am making a kneejerk response, but thought I would do it anyway:

This may be one time for the U.S. Congress to exercise its ultimate governmental authority over the District of Columbia by using federal eminent domain powers to take over Pepco's power distribution lines and related facilities within D.C.

--Kathy

On 7/9/2012 2:00 PM, tzugi46 wrote:

- > Acquiring Pepco by eminent domain is not a realistic alternative.
- > As someone who is involved in valuing utility companies, although
- > nothing to do with PEPCO, the cost of exercising Eminent Domain would
- > be in the billions of dollars. DC Government simply would not have
- > the ability to come up with the amount of money PEPCO would be
- > entitled to receive by the courts.
- > And the courts would not even consider what is fair or unfair to the
- > shareholders. That is not something that comes into play in determine
- > the value of the company and how much DC would have to pay. The
- > shareholders have no say in the matter, it is only PEPCO that has a say
- > in the matter.
- > While the Federal government does and has acquired electric utility
- > companies by eminent domain, it has the ability to pay by exercising
- > this right and also has the ability to operate them thru the TVA,
- > BOR, COE, etc.
- > The previous mayor realized that the City did not even have the
- > ability to manage the construction of schools and asked the Corps of
- > Engineers to take it over, and they have done an excellent job in
- > handling the construction, but I don't see the Federal government
- > willing to take over handling the electrical utility needs of DC.
- > There are also other jurisdictions still without power from the same
- > storm but those jurisdictions are not moving to do away with private
- > ownership of utility companies.
- > We just have to learn to live with "Acts of God."
- > Re: [Brookland?] Pepco Ideas
- >
- > Kathy [REDACTED] <mailto:[REDACTED]> via
- > yahooogroups.com <<http://yahooogroups.com>>
- >
- > On 7/6/2012 7:51 AM, Kathy wrote:
- >
- > There's a fifth option, as well:
- >
- > Pepco, in its current form, does not need to continue to exist, after
- > its repeated failures to properly and efficiently meet the power
- > distribution needs of the public in our area. There's a reason that
- > electricity is considered a "public utility."
- >
- > The government has the ability -- through its eminent domain authority

> -- to unilaterally take over Pepco's power distribution system (paying
> its current shareholders a fair price as part of the deal). This would
> return power distribution to being a public service, rather than
> continuing to make it a private profit center. The government could
> create a not-for-profit cooperative (owned by its customers) to
> operate the new power distribution company.
>
>

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9 **FW: CM McDuffie's letter to the Mayor on the proposed car barn
locat**

Mon Jul 9, 2012 11:22 am (PDT) . Posted by: "Mandel, Jon (Council)" [jonsmandel5](#)

June 29, 2012

The Honorable Mayor Vincent C. Gray
Executive Office of the Mayor
1350 Pennsylvania Avenue, N.W.
Washington, DC 20004

Dear Mayor Gray,

I facilitated an emergency community meeting on Monday, June 25 to address my constituents' discontent with the District Department of Transportation's (DDOT) proposal to build the H Street/Benning Road streetcar maintenance facility, also known as a "car barn," on the campus of Spingarn Senior High School. An outpouring of community members attended the meeting to raise their concerns and objections to the placement of the car barn. Also in attendance were ANC 5B Chair Jacqueline Manning and Commissioner Bernice Blacknell, who represent the residents of the affected area. Both commissioners voiced their disapproval of the proposed car bar location.

DDOT Director Terry Bellamy and his Chief Engineer, Nick Nicholson, gave presentations at the beginning of the meeting to explain the factors that ultimately led to the decision made by DDOT to place the car barn at Spingarn over one of the other proposed sites. Many residents have indicated that they found the justification for the Spingarn site to be one of expedience, rather than necessity.

Indeed, residents of Ward 5 expressed anger and frustration because they perceive that the decision to locate the car barn on the front yard of Spingarn High School was made without sufficient community input. While DDOT participated in 16 community meetings to discuss the H Street/Benning Road streetcar project, only three meetings were held in Ward 5. As such, many residents in the Ward 5 community feel that their input has been minimized. They are dismayed that a major decision affecting our ward was made without the benefit of a Councilmember at the table to represent the community's interests. More broadly, many residents believe that the city uses Ward 5 as a "dumping ground" for undesirable facilities, the car barn being another example of such a practice. In short, many Ward 5 residents feel disrespected.

The residents present at the June 25 meeting made it abundantly clear that they are vehemently opposed to building the car barn on the grounds of one of our high schools. In addition to the location of the car barn, the major and overlapping concerns we heard from numerous residents are:

- * Lack of material benefits to the Carver Langston neighborhood;
- * Safety of students during and after the construction phase;
- * Environmental impact;

- * Level of noise from repairs and maintenance;
- * Resources and job opportunities available at the training center for Spingarn students and Ward 5 residents.

Mr. Mayor, I support the streetcar program. However, I request that you reconsider the decision to place the car barn at Spingarn Senior High School and that you offer an alternative site. I, along with the residents of Ward 5, look for your leadership on this issue. Thank you.

Sincerely,

[cid:image003.png@01CD5DDE.33589A60]

Kenyan R. McDuffie
Councilmember, Ward 5
John A. Wilson Building
1350 Pennsylvania Avenue, N.W.
Washington, DC 20004

Attachments with this message:

1 of 1 File(s)

 [Car barn letter to the Mayor.pdf](#)

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10 House/Dog Sitter Needed

Mon Jul 9, 2012 11:27 am (PDT) . Posted by: "[tpent421](#)" [tpent421](#)

We are seeking a responsible person for the occasional dog & house-sitting job. We would prefer a very responsible high school or college student who could stay at our house while we are gone, take care of our very well-behaved dog, water plants and bring in mail. If you are interested or know anyone who might be, please email me.

Thanks!

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11 Ward 5 for Obama Neighborhood Meet-and-Greet: July 11

Mon Jul 9, 2012 11:56 am (PDT) . Posted by: "[clever.crystal](#)" [clever.crystal](#)

Are you a supporter of President Obama?
Do you want to help ensure he is reelected this fall?
Would you like to meet other Obama supporters?

Please join your Ward 5 neighbors this Wednesday, July 11 from 6:30 to 8:30 pm for a
Neighborhood Meet-and-Greet event. Come meet other volunteers and learn about future events happening in the Ward. Friends are welcome.

The meet-and-greet is a potluck. Please bring an item based on your last name:

A-E: meats
F-K: appetizers
L-O: drinks
P-S: desserts
T-Z: salads

To RSVP, go to <https://my.barackobama.com/page/event/detail/housemeeting/gp2skp>

The location, near the intersection of 5th and Franklin Streets, is a private residence.
The address will be sent to all who sign up online.

We look forward to seeing you there.

Crystal A. Moore
Organizing Fellow, Ward 5
Obama for America DC

Email: [REDACTED]
Phone: (202) [REDACTED]
Web: www.barackobama.com

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12a **Re: [woodridge5b] Re: [Brookland] Yoga recommendation**

Mon Jul 9, 2012 3:40 pm (PDT) . Posted by: "f.g. hubbard" fg1913

Thank you Michelle!!

Sent from the iPhone of Faith Gibson Hubbard - please excuse any spelling errors

On Jul 9, 2012, at 3:36 PM, Michelle <[REDACTED]> wrote:

> National Harbor has FREE Sunset Yoga every Tuesday & Thursday 7-8p until the
> end of October on the Pier. Google it!

>

> Sent from my iPad

>

> On Jul 7, 2012, at 11:31 AM, "f.g. hubbard" <[REDACTED]> wrote:

>

>> Thank you Linda!

>>

>> Sent from the iPhone of Faith Gibson Hubbard - please excuse any spelling errors

>>

>> On Jul 7, 2012, at 10:57 AM, Linda Yahr <[REDACTED]> wrote:

>>

>> > I LOVE Buddha B at U and 12th NW. Across from U st metro. I go to early
>> morning classes which aren't crowded but I've been to a Sunday afternoon class
>> which was large but manageable. I think they have a Living Social deal.

>> >

>> > I've tried Yoga District (cheapest around by far), Meridian (not Metro
>> accessible) and Ielanthe (sp?) here on 13th street. Keep going back to Buddha B for
>> consistent instruction and appropriate spirituality (not pushy but playful). Haven't tried
>> yoga at Excel Pilates on 8th st but I'm skeptical about a yoga place that's fitness
>> oriented.

>> >

>> > I'd like to know whether anyone has tried the classes at Trinity U. They offer a
>> discounted gym membership to local residents

>> >

>> > Good luck and namaste baby!

>> > Linda on Lawrence

>> >

>> > Sent from my iPhone

>> >

>> > On Jul 7, 2012, at 9:04 AM, "f.g. hubbard" <[REDACTED]> wrote:

>> >

>> >> Hello everyone!

>> >>

>> >> I am interested in starting to take yoga but I have no idea where to start. Does anyone have recommendations? In Ward 5 would be awesome but if not perhaps somewhere close - I want to try to go regularly.

>> >>

>> >> Thank you!

>> >> Faith

>> >>

>> >> Sent from the iPhone of Faith Gibson Hubbard - please excuse any spelling errors

>> >>

>> >>

>>

>> [Non-text portions of this message have been removed]

>>

>>

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12b [Re: \[woodridge5b\] Re: \[Brookland\] Yoga recommendation](#)

Mon Jul 9, 2012 3:56 pm (PDT) . Posted by: ["Annie Wolfson" anniewolfson](#)

Thanks all! I had the same question myself.

Very helpful :)

Thx,

Annie near 7th NE and Taylor.

On Mon, Jul 9, 2012 at 6:40 PM, f.g. hubbard <[REDACTED]> wrote:

> **

>

>

> Thank you Michelle!!

>

> Sent from the iPhone of Faith Gibson Hubbard - please excuse any spelling errors

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> On Jul 9, 2012, at 3:36 PM, Michelle <[REDACTED]> wrote:

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> >>
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> >> Faith
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> >> Sent from the iPhone of Faith Gibson Hubbard - please excuse any
> spelling errors
> >>
> >>
>
> [Non-text portions of this message have been removed]
>
>
>

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13 **Reminder: ANC 5C Public Meeting, Tuesday, July 10th, 2012 All Nations**

Mon Jul 9, 2012 5:09 pm (PDT) . Posted by: "[Brookland Resident](#)" [brookland.resident](#)

There will be a July ANC5C Public Meeting this week.

Tuesday, July 10, 2012 All Nations Baptist Church

7:00pm -9:00pm 2001 North Capitol Street NE

Notice/Pre-Agenda

Monthly Public Meeting

At the appropriate time, all attendees will be given the opportunity to participate in the meeting, offer suggestions

and make recommendations for consideration. Unless otherwise noted, floor time is limited to 60 seconds. Please limit your comments accordingly. Thanks in advance for your cooperation.

Part I: Opening

Call to Order.....
.....Chairman Edwards

Roll Call/Quorum.....
Commissioner Brent

Adoption of Agenda

Review/Approval of Minutes.
.....Commissioner Brent

Part II: Business Administration

Financial Report.....
.....Commissioner Ransom

Report & Pay Bills.....Commissioner
Farmer-Allen

Update: Purchases-Pooper Scooper/Dog Waste Bag Dispenser....Commissioners
Brent/Clark

Part III: Community Concerns, Updates and Resolutions

1. Greetings/Remarks from new Council Chairman.....Honorable Phil
Mendelson

2. Update Re: North Capital Main
Street.....Pat Mitchell

3. Washington Gateway Public Space Applications.....
Commissioner Clark

4. 313 Seaton Place NE Condemning Appeal.....
Commissioner Clark

5. ABRA Renewal License –Kearney Grocery.....Commissioner
Pinkney

6. Review/Approval of Voluntary ABRA Agreement

with Sunset Liquors.....Commissioner
Thomas

7. St. Martin's Church – Request for Funding.....Commissioner
Pinkney

8. Proposed Resolution RE: PEPCO Rate Increase.....Commissioner
Ransom

9. Proposed Rezoning First & R Street NW – Big Bear Café.....Stuart
Davenport

10. Update/Reconsideration McMillan Sand Filtration Site.....VMP
Partners/DEMPED

Other Community Concerns (if any)

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14a **McDuffie asks D.C. to move streetcar barn from Ward 5 site**

Mon Jul 9, 2012 6:00 pm (PDT) . Posted by: "[Debbie Smith-Steiner](#)" [steinerlynn112](#)

<http://washingtonexaminer.com/local/transportationD.C.>'s newest councilmember is asking the city to find a new location for a proposed streetcar barn instead of the Ward 5 site that he says neighbors oppose. Kenyan McDuffie, who was elected in May to represent Ward 5 after Harry Thomas Jr. was convicted and sent to federal prison, wrote a letter to the mayor dated on June 29 asking for an alternative, the councilman's office said Monday. The city is planning to build the storage and maintenance facility for the H Street-Benning Road streetcar line on the campus of Spingarn Senior High School at Benning Road and 26th Street in Northeast. But the Democrat had held an emergency meeting on June 25 in the ward about the proposed "car barn" after neighbors had said it shouldn't be built there. "Many residents have indicated that they found the justification for the Spingarn site to be one of expedience, rather than necessity," he wrote. "More broadly, many residents believe that the city uses Ward 5 as a 'dumping ground' for undesirable facilities, the car being another example of such a practice. In short, many Ward 5 residents feel disrespected." He noted that the city held only three of its 16 community meetings on the streetcar line in his ward. He added that residents are worried the Carver Langston neighborhood won't see any benefits from the site and that it could jeopardize the safety of students during and after it is built. But last month, the city awarded a \$50 million contract to Dean-Facchina LLC contract to build the facility. The city doesn't have much leeway with the timing as the trolley line is supposed to be running by July 2013.

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14b **Re: McDuffie asks D.C. to move streetcar barn from Ward 5 site**

Mon Jul 9, 2012 8:44 pm (PDT) . Posted by: "Jason Moore" [jmoore0972](#)

Oh sweet the crack head for life has convinced the new council member to do his bidding; God help us all.

Sent from Yahoo! Mail on Android

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15 **Chimney repairs**

Mon Jul 9, 2012 6:31 pm (PDT) . Posted by: "jaustincarlson" [jaustincarlson](#)

Can anyone recommend a chimney repair company for relining and brick repair?
Thanks
Janay 20th Street NE

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16a **Uber Cab in Jeopardy**

Mon Jul 9, 2012 10:24 pm (PDT) . Posted by: "Matt Turley" [mattturley](#)

Hi All,

Uber cab, a relatively new service that provides an outstanding alternative to cabs that never show up in our neighborhood is under attack by the Taxi lobby in DC. Please see the message below and my email to all of DC council. Please reach out in support of Uber.

to pmendelson, mchch, mbrown, jgraham, jevans, mbowser, kmcduffie, twells, yalexander, mbarry, dcatania, vorange...

Ladies and Gentlemen of the Council,

I am writing to express my frustration and shock of hearing that there is currently an amendment that will limit transportation options in a city like ours where the public transportation options are so very problematic. I am a 3-year resident of Ward 5, living in the Brookland area. Since moving here in 2009, one of our biggest hassles has been the availability, or lack thereof, and the horrible reliability of DC's Taxi system. Fearing from robberies, the out of the way nature of the location, and other factors, cab drivers simply do not respond to our requests. Even when scheduling cabs for air travel, the cabs often do not show up. Several times, I have had to drive to the airport and pay the outrageous parking fees because my scheduled cab did not arrive.

Since Uber was released in DC, these problems were eliminated. I've used the service about 10 times now, and every time I have a cab at my house within 15 minutes - normally much faster. This service has alleviated a huge headache for us, and I am very upset to learn that pending legislation would all but cripple the service, requiring their minimum fare to be ridiculously more expensive than a standard taxi.

I urge you, for the good of all DC residents, vote NO on this issue.

Thank you,
Matt Turley
17th St., NE
Washington, DC 20018

Un-Independence

On Independence Day, Uber announced a roll out of a lower cost service <<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=b035a1122b>> that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would *make it illegal for Uber to lower its prices* or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and *no less than 5 times a taxi's minimum fare*. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry <<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=b035a1122b>> that has significant experience <<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=b035a1122b>> in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

*Strike down the MINIMUM FARE language from the Uber

Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00fffb7f2a&e=b035a1122b>>

.*

Here are the City Council members' contact info. Call/write as many of them as possible!

- *Phil Mendelson* (Chairman), (202) [REDACTED] [REDACTED]
- *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED]
@marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=b035a1122b>>
- *Michael Brown*, at-large, (202) [REDACTED] [REDACTED]
@cmmichaelbrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=b035a1122b>>
- *Jim Graham*, Ward 1, (202) [REDACTED] [REDACTED]
@jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=b035a1122b>>
- *Jack Evans*, Ward 2, (202) [REDACTED] [REDACTED]
@jackevansward2<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=b035a1122b>>
- *Muriel Bowser*, Ward 4, (202) [REDACTED] [REDACTED]
@murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=b035a1122b>>
- *Kenyan McDuffie*, Ward 5, (202) [REDACTED] [REDACTED]
@kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=b035a1122b>>
- *Tommy Wells*, Ward 6, (202) [REDACTED] [REDACTED]
@tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=b035a1122b>>
- *Yvette Alexander*, Ward 7, (202) [REDACTED] [REDACTED]
@cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=b035a1122b>>
- *Marion Barry*, Ward 8, (202) [REDACTED] [REDACTED]
@marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=b035a1122b>>
- *David Catania*, at-large, (202) [REDACTED] [REDACTED]
@cataniapress<<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=b035a1122b>>
- *Vincent Orange*, at-large, (202) [REDACTED] [REDACTED]
@vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=b035a1122b>>

Keep the #UberDCLove alive. See full blog post here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=b035a1122b>>

.

Sincerely,
Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, click here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=b035a1122b>>

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16b **Re: Uber Cab in Jeopardy-and WELL it should be**

Tue Jul 10, 2012 1:43 am (PDT) . Posted by: "[brokemoto](#)" [brokemoto](#)

Not only should Uber be put into jeopardy, it should be put out of business. Currently, Uber pays no taxes or fees to the District of Columbia. Taxicab drivers pay fees and taxes to the District. Taxicab companies pay taxes and fees to the District.

Uber vehicles carry no licence from the District. The law requires taxicabs, limousines and other passenger vehicles for hire to carry a licence from the District.

Uber vehicles are providing passenger service for hire in the District, yet show no proof of insurance to any District Government agency. Taxicab and limousine owners are required to demonstrate proof of insurance from an admitted company in the District.

Drivers of passenger vehicles for hire in the District must possess a licence from the Taxicab Commission to drive those vehicles. Drivers of limousines and taxis must have that licence. Uber drivers have no licence from the Taxicab Commission.

Taxicab rates are regulated. Uber wants to charge what it feels like charging.

The Taxicab Commission is not issuing any new licences for Taxicab Companies, Limousine Companies or Taxicab drivers. It has recently decided to issue new limousine driver licences. Except for District residents and Companies, the DCTC is issuing no new vehicle licences. Current holders of DCTC vehicle licences, may, however, update their equipment. The City Council has accepted the Taxicab Commission's reasoning for the suspension of new licence issues.

Uber seeks to come into the District and provide passenger vehicle for hire service that skirts all regulation and current District law, regulations and policies. Uber seeks to provide passenger vehicle for hire service that is subject to no regulation of rates and service, while those with which it seeks to compete are subject to over regulation and micro management by the District Government--THAT constitutes UNFAIR COMPETITION.

Mr. Linton, DCTC Chair, attempted to do his duty by impounding an Uber vehicle as it was in violation of more than one District law and regulation. Ward Three Councilwoman Mary Cheh intervened and told Mr. Linton that he is to allow Uber to continue to violate laws that she has sworn to uphold.

Uber needs to be evicted from the District of Columbia and the voters of Ward Three should vote Mary Cheh out of Office for violating her Oath of Office.

--PL on Decatur Street

--- In [REDACTED] Matt Turley <mattturley@...> wrote:

>

> Hi All,

>

> Uber cab, a relatively new service that provides an outstanding alternative

> to cabs that never show up in our neighborhood is under attack by the Taxi

> lobby in DC. Please see the message below and my email to all of DC

> council. Please reach out in support of Uber.

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> to pmendelson, mchah, mbrown, jgraham, jevans, mbowser, kmcduffie, twells,

> yalexander, mbarry, dcatania, vorange...

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> Ladies and Gentlemen of the Council,

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> I am writing to express my frustration and shock of hearing that there is

> currently an amendment that will limit transportation options in a city

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> I am a 3-year resident of Ward 5, living in the Brookland area. Since

> moving here in 2009, one of our biggest hassles has been the availability,

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> Fearing from robberies, the out of the way nature of the location, and

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>

> Since Uber was released in DC, these problems were eliminated. I've used

> the service about 10 times now, and every time I have a cab at my house

> within 15 minutes - normally much faster. This service has alleviated a

> huge headache for us, and I am very upset to learn that pending legislation

> would all but cripple the service, requiring their minimum fare to be

> ridiculously more expensive than a standard taxi.

>

> I urge you, for the good of all DC residents, vote NO on this issue.

>

> Thank you,

> Matt Turley

> 17th St., NE

> Washington, DC 20018

>

> *Un-Independence*

> On Independence Day, Uber announced a roll out of a lower cost

> service<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=b035a1122b>>that

> we call UberX. A less expensive Uber option on an all-hybrid fleet.

> We're pretty excited about it and think it's a great idea for cities across

> the country. What some of you probably noticed is that there was no roll

> out of this service in the District. That is because, only days earlier,

> the DC City Council informed us that they intended to pass an amendment to

> the taxi modernization bill that would *make it illegal for Uber to lower

> its prices* or to offer a low cost service in any form.

>

> The Council's intention is to prevent Uber from being a viable alternative

> to taxis by enacting a price floor to set Uber's minimum fare at today's

> rates and *no less than 5 times a taxi's minimum fare*. Consequently they

> are handicapping a reliable, high quality transportation alternative so

> that Uber cannot offer a high quality service at the best possible

> price. It was hard for us to believe that an elected body would choose to

> keep prices of a transportation service artificially high - but the goal is

> essentially to protect a taxi

> industry<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=b035a1122b>>that

> has significant

> experience<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=b035a1122b>>in

> influencing local politicians. They want to make sure there is no

> viable

> alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the

> DC City Council is going to formalize that principle into law.

>

> For obvious reasons, Uber is seriously concerned about punitive government
> intervention in a well functioning marketplace. Because of this we felt it
> was our responsibility to let our riders know about the issues at hand.
>
> *Take Action*
> *THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!*> If each of us writes or calls our DC Council people, we could make an
> impact on this law. What are we asking for?
>
> *Strike down the MINIMUM FARE language from the Uber
> Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00fffb7f2a&e=b035a1122b>>
> .*

^ Top

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16c **Re: Uber Cab in Jeopardy-and WELL it should be**

Tue Jul 10, 2012 1:49 am (PDT) . Posted by: "[brokemoto](#)" [brokemoto](#)

....oh, and one more thing.....

For those of you who would cite Red Top's and Barwood's picking up passengers in the District, do keep in mind that those cabs can pick up in the District ONLY if they transport back to their jurisdiction of licensure. To be sure, that needs to be changed and those companies honour that more in its breach than its keeping. One thing that the suburban companies do not do, however, is transport passengers WITHIN the District. Uber DOES transport passengers WITHIN the District. In order to do that, it must comply with the regulations that I cited in my initial reply. Currently, Uber complies with NONE of those regulations. What Uber seeks to do is provide unregulated passenger vehicle for hire service.

--PL on Decatur Street

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GROUP FOOTER MESSAGE

Brookland Rocks !!!!




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From: [REDACTED]
To: [REDACTED]
Subject: [burleith] Digest Number 2298
Date: Tuesday, July 10, 2012 9:43:18 AM



Burleith Group

2 New Messages

Digest #2298

1 [Uber](#) by "Brian Donahue" [REDACTED]

2 [USED BOOK SAL AT PALISADES LIBRARY](#) by "knelick" knelick

1 [Uber](#)

Mon Jul 9, 2012 10:18 pm (PDT) . Posted by: "Brian Donahue" [REDACTED]

Not sure how many residents use Uber car service.

If you do, you may be interested to learn that the DC City Council is attempting, once again, to impede this safe and reliable car service.

Here is the post from Uber:

On Independence Day, Uber announced a roll out of a lower cost service<<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html>>

that

we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would*make it illegal for Uber to lower its prices* or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and *no less than 5 times a taxi's minimum fare*. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a taxi

industry<<http://www.nbcwashington.com/news/local/Dozens-of-Cabbies-Charged-in-Taxicab-Corruption-Case-63309852.html>>

that

has significant

experience<<http://www.nbcwashington.com/news/local/Dozens-of-Cabbies-Charged-in-Taxicab-Corruption-Case-63309852.html>>

in

influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it

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2 New Members >

We are making changes based on your feedback, Thank you !

Submit Feedback >

was our responsibility to let our riders know about the issues at hand. Since moving to Burleith, my wife and I have found taxi pick-up and delivery to be unreliable and unresponsive. Uber has provided us a safe, reliable and easy alternative to the draconian district taxi operations.

If you feel the same way, and would like to support alternative livery service as a healthy competitor to the DC Taxi system, I encourage you to learn more about this issue and contact our city council members - SEE LINKS BELOW. (The vote is taking place tomorrow)

*Uber: Strike Down the Minimum Fare Language in the DC Uber Amendment

*<http://blog.uber.com/2012/07/09/strike-down-the-minimum-fare/>

TechCrunch: DC City Council "Uber Amendment" Would Force Sedans To Charge 5x Minimum Taxi Prices (Kill UberX)

<http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/>

Brian

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2 USED BOOK SAL AT PALISADES LIBRARY

Mon Jul 9, 2012 10:18 pm (PDT) . Posted by: "knelick" knelick

On Friday, July 13 and Saturday, July 14, 10 am – 4 pm, come to the Midsummer Madness Used Book Sale at the Palisades Library located at 4901 V Street NW (corner of MacArthur and V).

We have a great selection of books and CDs for sale at great low prices. Most books are \$1 each (\$10 per bag on Saturday). Our large collection of children's books will be priced 50¢ for paperbacks and \$1 for hardbacks. (Note, however, children's books are not included in the \$10 bag sale.) Books in the "bargain area" will be selling for 25¢ each (\$2 per bag both days).

Also, our downstairs permanent Sale Room will be open and well-stocked with the newest titles along with past award winning and collectible books.

This event is sponsored by the Friends of Palisades Library. Questions? Email:

[REDACTED]

Kate Nelick

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GROUP FOOTER MESSAGE

BURLEITH - A Village in the City

- Donate or become a Member of the Burleith Citizens Association (BCA)
- Join B-SIG for BCA members that want to share their interests with their neighbors.
- Burleith Tee Shirts for sale
- For more information go to www.burleith.org

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has." (r) Margaret Mead. Used with permission.



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>

From: [REDACTED] on behalf of [Brian Donahue](#)
To: [REDACTED]
Subject: [burleith] Uber
Date: Tuesday, July 10, 2012 1:18:54 AM

Not sure how many residents use Uber car service.

If you do, you may be interested to learn that the DC City Council is attempting, once again, to impede this safe and reliable car service.

Here is the post from Uber:

On Independence Day, Uber announced a roll out of a **lower cost service** that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a **taxi industry** that has significant **experience** in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Since moving to Burleith, my wife and I have found taxi pick-up and delivery to be unreliable and unresponsive. Uber has provided us a safe, reliable and easy alternative to the draconian district taxi operations.

If you feel the same way, and would like to support alternative livery service as a healthy competitor to the DC Taxi system, I encourage you to learn more about this issue and contact our city council members - SEE LINKS BELOW. (The vote is taking place tomorrow)

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<http://blog.uber.com/2012/07/09/strike-down-the-minimum-fare/>

TechCrunch: DC City Council "Uber Amendment" Would Force Sedans To Charge 5x Minimum Taxi Prices (Kill UberX)

<http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/>

Brian

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RECENT ACTIVITY: [New Members 2](#) |
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BURLEITH - A Village in the City

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"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has." (r) Margaret Mead. Used with permission.

From: [Joe Himali](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: FW: [Cleveland-Park] DC Council to prevent competition for taxicabs
Date: Monday, July 09, 2012 6:18:12 PM

The possibility that the Council would force Uber to charge more for their service is absurd. I hope that each of my council members will reconsider this decision and allow for alternatives to our current taxi service.

I'm a tax paying, constituent and I strongly favor Uber for the convenience and service that I find superior to taxis. If UberX does become an option I'd very much like that to be an affordable option that I'd use much more frequently than the current Uber service.

Please allow competition to come to our transportation system!

Joseph Himali
[REDACTED] NW (Ward 3)

-----Original Message-----

From: [REDACTED] [[mailto:\[REDACTED\]](#)] On Behalf Of Herb Caudill
Sent: Monday, July 09, 2012 5:59 PM
To: [REDACTED]
Subject: [Cleveland-Park] DC Council to prevent competition for taxicabs

The DC Council has a bill before it overhauling the regulation of the District's taxicabs, and Councilmember Mary Cheh is proposing an amendment that would clear up the legal gray zone surrounding Uber, the smartphone-enabled sedan service. That's the good news.

The bad news: This amendment includes language that would require sedan services to charge at least 5 times the minimum taxicab fare. In other cities, Uber has rolled out a lower-cost all-hybrid service, called UberX, that provides the same convenience minus the fancy cars. This provision would make such a service illegal in DC.

I don't understand the rationale behind this at all. If Uber can compete with taxis at a reasonable cost, there's no reason for the government to coerce them to raise their prices. The only conceivable purpose I can see for this legislation is to protect the politically powerful taxi industry. The council's role in regulating taxicabs should be to protect consumers, not taxi drivers.

If you agree, please call or write the council:

Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED] Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] @marycheh Michael Brown, at-large, (202) [REDACTED] [REDACTED] @cmmichaelabrown

Jim Graham, Ward 1, (202) [REDACTED] [REDACTED] @jimgrahamward1 Jack Evans, Ward 2, (202) [REDACTED] [REDACTED] @jackevansward2 Muriel Bowser, Ward 4, (202) [REDACTED] [REDACTED] @murielbowser Kenyan McDuffie, Ward 5, (202) [REDACTED] [REDACTED] @kenyanmcduffie Tommy Wells, Ward 6, (202) [REDACTED] [REDACTED] @tommywells Yvette Alexander, Ward 7, (202) [REDACTED] [REDACTED] @cmyma Marion Barry, Ward 8, (202) [REDACTED] [REDACTED] @marionbarryjr

David Catania, at-large, (202) [REDACTED] [REDACTED] @cataniapress Vincent Orange, at-

large, (202) [REDACTED] [REDACTED] @vincentorangedc

Further reading:

Text of the proposed "Uber Amendment":

<http://blog.uber.com/2012/07/09/uber-amendment/>

"Uber's cheaper service under attack from DC amendment that would make it 5x as pricey as cabs"

<http://thenextweb.com/insider/2012/07/09/ubers-cheaper-service-under-attack-from-dc-amendment-that-would-make-it-5x-as-pricey-as-cabs/>

"DC City Council's "Uber Amendment" Would Force Sedans To Charge 5x Taxi Prices (And Kill UberX)"

<http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/>

"D.C. Council Moves Closer to Making Uber Street Legal, But Uber's Not Happy About It"

http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

"The Uber cab model deserves a chance"

http://www.washingtonpost.com/opinions/the-uber-cab-model-deserves-a-chance-to-succeed/2012/01/12/gIOAksh2wP_story.html

"Illegal or not, on-demand car service Uber is good for DC"

<http://greatergreaterwashington.org/post/13338/illegal-or-not-on-demand-car-service-uber-is-good-for-dc/>

Herb

30th Street

Listserv FAQ: <http://bit.ly/cplistaq>

Listserv rules: <http://bit.ly/cplistrules> Main page: <http://www.cleveland-park.com> Advertising page:

<http://bit.ly/cplistads>

Subscribe: [REDACTED]

Switch to vacation mode (web only): [REDACTED]

Switch to daily digest: [REDACTED]

Switch to individual messages: [REDACTED]

Yahoo! Groups Links

<*> To visit your group on the web, go to:

<http://groups.yahoo.com/group/cleveland-park/>

<*> Your email settings:

Individual Email | Traditional

<*> To change settings online go to:

<http://groups.yahoo.com/group/cleveland-park/join>
(Yahoo! ID required)

<*> To change settings via email:

[REDACTED]

<*> To unsubscribe from this group, send an email to:



<*> Your use of Yahoo! Groups is subject to:

<http://docs.yahoo.com/info/terms/>

From: [REDACTED]
To: [REDACTED]
Subject: [Cleveland-Park] Digest Number 6012
Date: Monday, July 09, 2012 9:54:38 PM



Cleveland Park Group

25 New Messages

Digest #6012

- 1a [ISO light trash removal](#) by "Susan Ratigan" susanratigan
- 1b [Re: ISO light trash removal](#) by "Catherine Fowlkes" catherinekuhnle
- 2a [Re: Newspaper delivery issues](#) by "catherine chieco" katechieco
- 2b [Re: Newspaper delivery issues](#) by "Sarah Moore" evans2moore
- 3a [Re: outdoor swimming pool -- day pass?](#) by "Marjorie Dick Stuart" marjorieandbill
- 4 [ISO Weather Person And Vet to Visit Classes at John Eaton](#) by "Eileen Langholtz" eileen.langholtz
- 5a [Maternity and Preemie Baby Clothes for Sale](#) by "whitney.ortiz1" whitney.ortiz1
- 5b [Coyote Spotted in Cleveland Park Area](#) by "Jennifer Seligmann" cookjenni427
- 6 [Small apartment building management](#) by "Laine Shake"
- 7 [FS: Roger Waters/The Wall -- 4 Seats, Verizon Center, Thursday](#) by "Don" dwmdc
- 8a [Real Estate INSIDER](#) by "Marjorie Dick Stuart"
- 9 [Free: Three-ring Binders](#) by "Crista" naplesgirl_06
- 10a [Free Piano](#) by "[REDACTED]"
- 11 [ISO primary care doctor w/ holistic approach](#) by "Misty Thomas" mistyct
- 12 [ISO freezer repair person](#) by "Denise Couture" denise.couture
- 13a [DC Council to prevent competition for taxicabs](#) by "Herb Caudill" herbcaudill
- 13b [Re: DC Council to prevent competition for taxicabs](#) by "Al Reid" www.eastcoasttowncars.com
- 14 [ISO P/T Nanny or Nanny-Share from Noon - 3 PM, M-F Starting in Septe](#) by "brianwclark" brianwclark
- 15 [Seeking workout buddy](#) by "Stephanie Humphries" stephumphries
- 16.1 [Washington Tweets](#) by "Bill" billadler

17a	ISO general contractor	by "kwsclark" kwsclark
18	Free Moving Boxes and Antique Typewriter	by "Cristina Marciano" mottmarciano
19	last minute accommodations in Outer Banks, NC - any leads?	by "Dana" dfarrell75
20	Looking for a terrific full-time nanny?	by "maxapt138" probin16
21	Free Bearded Dragon to a good home	by "lynnovermann" lynnovermann

1a [ISO light trash removal](#)

Mon Jul 9, 2012 5:49 am (PDT) . Posted by: "[Susan Ratigan](#)" susanratigan

I recently used Elvin and his friend to move a few pieces of furniture and they did an excellent job. They are in their early 20s and were polite, professional and conscientious. And reasonable.

They said they would also take trash away. You can reach him at [REDACTED]

Susan

Battery-operated flood detector. Be alerted to leaking pipes, broken hot water heaters, flooded basements. Set of 3 for \$26, <http://amzn.to/KnASm> (Adv)

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1b [Re: ISO light trash removal](#)

Mon Jul 9, 2012 5:53 am (PDT) . Posted by: "[Catherine Fowlkes](#)" catherinekuhnle

Junk in the Trunk is great to work with: www.Jitt.com

-Catherine Kuhnle Fowlkes

On Jul 8, 2012, at 7:07 PM, "Carolyn" wrote:

Neighbors, I need some trash removed from my property: leftover debris from a renovation. It's not a lot -- some old window trim, empty appliance boxes. The professional services I've looked at are more involved than this pile I've got. If you know of an individual with a truck, or small business, I'd love to know about them.

Cyberpower battery backup for your PC, Mac and more. Because, sigh, the power does go out, <http://amzn.to/NUfV9o> (Adv)

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2a [Re: Newspaper delivery issues](#)

Mon Jul 9, 2012 5:50 am (PDT) . Posted by: "[catherine chieco](#)" katechieco

I had problems with the Times delivery a few years back (papers thrown into the

bushes), but kept calling and eventually got delivery to my porch. I did call to say thank you once the problem was solved. Delivery has been consistent since then, but I have no idea why.

It's probably worth a few more calls. I guess I also feel somewhat sympathetic for the people who are out in the middle of the night doing this job. And if as you say there is a list with specific instructions for 125 houses, that's a nightmare of specificity.

Kate Chieco

[Editor's Note: The New York Times' circulation number is [REDACTED]]

--original message--

They leave the distribution list of their route and/or the street-by-street driving directions for their route right in the middle of the road. One time they tore them into pieces. I've seen them throw them out the car window. My second call has not stopped this trash. This "trash" includes the names and addresses of about 125 neighbors on Ordway, Newark, Highland, Ashley, Porter, Klinge, Williamsburg Lane, and Quebec.

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2b **Re: Newspaper delivery issues**

Mon Jul 9, 2012 7:57 am (PDT) . Posted by: "[Sarah Moore](#)" [evans2moore](#)

Our Washington Post mostly gets delivered without incident. But one weird thing that happened a few months ago was that our carrier wrote a message on our plastic bag complaining that we had been complaining about our service! It seemed a little aggressive, and also misplaced since we hadn't complained since we had a missed paper last fall. Has anyone else had this experience?

Sarah
Woodley Place

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3a **Re: outdoor swimming pool -- day pass?**

Mon Jul 9, 2012 5:58 am (PDT) . Posted by: "[Marjorie Dick Stuart](#)" [marjorieandbill](#)

Also: the Bethesda Pool, (301) [REDACTED] It's located on Hillandale and Little Falls Parkway. I haven't been there for awhile. A day pass for non-residents of Montgomery County costs \$7.50 for adults and \$4.50 for children. For county residents, it's \$6.00 and \$4.00.

Marjorie

Marjorie Dick Stuart
[REDACTED]
[MarjorieDickStuart.com](#)
Randall Hagner Residential, LLC
[REDACTED]

[^ Top](#) [Reply to sender](#) [Reply to group](#) [Reply via Web Post](#) [All Messages \(3\)](#)

4 **ISO Weather Person And Vet to Visit Classes at John Eaton**

Mon Jul 9, 2012 7:56 am (PDT) . Posted by: "[Eileen Langholtz](#)" [eileen.langholtz](#)

In my capacity as enrichment coordinator for John Eaton Elementary School I am looking for a veterinarian and weather person who are great with children *and* would be willing to visit second graders studying units on weather and pets this fall. Any leads would be great. Please contact me directly.

Eileen Langholtz
Enrichment Coordinator, Eaton Elementary

^ Top Reply to sender Reply to group Reply via Web Post All Messages (1)

5a **Maternity and Preemie Baby Clothes for Sale**

Mon Jul 9, 2012 7:59 am (PDT) . Posted by: "whitney.ortiz1" whitney.ortiz1

I have loads of practically brand new spring/summer maternity and preemie baby clothes available I'd like to sell to someone who can get some use out of them this season. For the maternity clothes, I have mostly dresses, skirts, pants, and tops in small and medium. For the preemie clothes, I have mostly onesies and a few outfits (some never worn). Please contact me [REDACTED] if you'd like to arrange a time to come by.

Thank you,
Whitney
(close to Van Ness metro)

Capri Lightweight Stroller, perfect for summer family travel adventures, <http://amzn.to/OPGLEh> (Adv)

^ Top Reply to sender Reply to group Reply via Web Post All Messages (2)

5b **Coyote Spotted in Cleveland Park Area**

Mon Jul 9, 2012 11:22 am (PDT) . Posted by: "Jennifer Seligmann" cookjenni427

I saw a coyote this weekend on the corner of 39th and Rodman by Rock Creek Park. I just thought all of you with cats or small dogs might want to know.

Cheers,
Jenni

^ Top Reply to sender Reply to group Reply via Web Post All Messages (2)

6 **Small apartment building management**

Mon Jul 9, 2012 9:22 am (PDT) . Posted by: "Laine Shake"

To those tenants living in apartment buildings with 20 or fewer units, and are *happy* with your property management, please contact me directly. I'd like to hear which companies are truly responsive.

Thanks,

Laine

^ Top Reply to sender Reply to group Reply via Web Post All Messages (1)

7 **FS: Roger Waters/The Wall -- 4 Seats, Verizon Center, Thursday**

Mon Jul 9, 2012 11:21 am (PDT) . Posted by: "Don" dwmdc

I have four tickets I can't use to Roger Waters: The Wall concert at Verizon Center this Thursday night. They are great seats on the floor in Section 6. I am selling them for what I paid -- \$280 each. I saw the show last year and it's worth it!

Don
Garfield St.

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8a Real Estate INSIDER

Mon Jul 9, 2012 11:26 am (PDT) . Posted by: "Marjorie Dick Stuart"

CLEVELAND PARK house sales SURGE in 2012...

> The number of NEIGHBORHOOD house sales JUMPED 40.9%
in the FIRST 6 months of the year! But that's not the whole STORY...

>> April SHOWERS bring May DROUGHT!
There were 9 SALES in April, the BIGGEST month of year,
followed by May with ONLY one SALE.

>>> The DROUGHT began April 29 and LASTED until June 25.
There was only ONE sale (May 23) during the DRY SPELL that
LINGERED almost two FULL months!

>>>> HOT! HOT! HOT!
As the thermometer SHOT to 100 degrees and MORE, the
MARKET caught FIRE again...7 SALES from June 25 thru
July 6... the HOTTEST 12 day MARKET of the year!

CLEVELAND PARK Market Activity REPORT

> For a SNAPSHOT of what's going on in the NEIGHBORHOOD...
Just CLICK <http://tinyurl.com/ClevelandParkReport>

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Of Current INTEREST

> 3.62% 30 year FIXED rate (Freddie Mac: July 5, 2012)
>> DOWN from last week
>>> DOWN from 4.60% a YEAR ago!

Coming NEXT week... Some fascinating NEW reports!

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9 **Free: Three-ring Binders**

Mon Jul 9, 2012 11:27 am (PDT) . Posted by: "[Crista](#)" [naplesgirl_06](#)

Free: Five (5) three-ring binders

- * Three (3) 3" binders. Each one is white with orange logo/print on it.
- * One (1) 2" binder. Opaque white. No print or lettering of any kind.
- * One (1) 1" binder. Opaque gray. No print or lettering of any kind.

All binders are in very good shape and very useful.

Let me know if you are interested. Thanks!

Crista

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10a **Free Piano**

Mon Jul 9, 2012 1:01 pm (PDT) . Posted by: [REDACTED]

Sadly we need to give away our lovely old mahogany upright piano that has lived in our basement for years. It is perfect for early learners and it has great sound but needs a tune-up. Please let me know if you are interested. No charge, just arrange for the pick up. Call [REDACTED]

Sarah

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11 **ISO primary care doctor w/ holistic approach**

Mon Jul 9, 2012 1:38 pm (PDT) . Posted by: "[Misty Thomas](#)" [mistyct](#)

Hello neighbors!

I'm looking for information on a well-regarded primary care physician/general internist who, in addition to their general Western medical expertise, might also incorporate some holistic advice into their practice, be knowledgeable about supplements and vitamins, and/or have a focus on anti-aging and wellness. My boyfriend's great doctor recently left his insurance coverage and he is hoping to find another doctor who has some of these areas of interest/expertise. The doctor can be in DC or Virginia.

Thanks,
Misty
Reno Road

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12 **ISO freezer repair person**

Mon Jul 9, 2012 2:44 pm (PDT) . Posted by: "[Denise Couture](#)" [denise.couture](#)

Does anyone know a company that repairs deep freezers? Alco hasn't called back yet and Weinstein doesn't repair them.

Any suggestions would be much appreciated.

Denise on Upton Street

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13a **DC Council to prevent competition for taxicabs**

Mon Jul 9, 2012 3:06 pm (PDT) . Posted by: "[Herb Caudill](#)" [herbcaudill](#)

The DC Council has a bill before it overhauling the regulation of the District's taxicabs, and Councilmember Mary Cheh is proposing an amendment that would clear up the legal gray zone surrounding Uber, the smartphone-enabled sedan service. That's the good news.

The bad news: This amendment includes language that would require sedan services to charge at least 5 times the minimum taxicab fare. In other cities, Uber has rolled out a lower-cost all-hybrid service, called UberX, that provides the same convenience minus the fancy cars. This provision would make such a service illegal in DC.

I don't understand the rationale behind this at all. If Uber can compete with taxis at a reasonable cost, there's no reason for the government to coerce them to raise their prices. The only conceivable purpose I can see for this legislation is to protect the politically powerful taxi industry. The council's role in regulating taxicabs should be to protect consumers, not taxi drivers.

If you agree, please call or write the council:

Phil Mendelson (Chairman), (202) [REDACTED]
Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh
Michael Brown, at-large, (202) [REDACTED]
@cmmichaelabrown

Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2
Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser
Kenyan McDuffie, Ward 5, (202) [REDACTED]
@kenyanmcduffie
Tommy Wells, Ward 6, (202) [REDACTED] @tommywells
Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma
Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr

David Catania, at-large, (202) [REDACTED]
@cataniapress
Vincent Orange, at-large, (202) [REDACTED]
@vincentorangedc

Further reading:

Text of the proposed "Uber Amendment":

<http://blog.uber.com/2012/07/09/uber-amendment/>

"Uber's cheaper service under attack from DC amendment that would make it 5x as pricey as cabs"

<http://thenextweb.com/insider/2012/07/09/ubers-cheaper-service-under-attack-from-dc-amendment-that-would-make-it-5x-as-pricey-as-cabs/>

"DC City Council's "Uber Amendment" Would Force Sedans To Charge 5x Taxi Prices (And Kill UberX)"

<http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/>

"D.C. Council Moves Closer to Making Uber Street Legal, But Uber's Not Happy About It"

http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

"The Uber cab model deserves a chance"

http://www.washingtonpost.com/opinions/the-uber-cab-model-deserves-a-chance-to-succeed/2012/01/12/gIQAksh2wP_story.html

"Illegal or not, on-demand car service Uber is good for DC"

<http://greatergreaterwashington.org/post/13338/illegal-or-not-on-demand-car-service-uber-is-good-for-dc/>

Herb
30th Street

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13b **Re: DC Council to prevent competition for taxicabs**

Mon Jul 9, 2012 6:54 pm (PDT) . Posted by: "Al Reid" www.eastcoasttowncars.com

Sounds like Commission, et al are setting themselves for a major lawsuit.

Aren't they eliminating each competitors business model to benefit taxis?

I'm not a DC resident. I don't get to vote, but marketplaces exist to give consumers product and pricing choices: Many driven by innovation.

Markets (consumers) select winners and losers, not governments and powerful lobbies. This appears to be a blatant attempt to eliminate competition via the creation oligopolies.

Perhaps a next logical question is: Will all DC business, not just car services, be subject these anti-competitive rules. If not, why not?

I think the Courts will overrule any such mandate, at least in the America I think we live in.

In virtually everything all of us do nowadays we are only as good as our ability to keep up with the technology, and that train let the station a long time ago.

Al Reid

--Original Message--

The DC Council has a bill before it overhauling the regulation of the District's taxicabs, and Councilmember Mary Cheh is proposing an amendment that would clear up the legal gray zone surrounding Uber, the smartphone-enabled sedan service. That's the good news.

The bad news: This amendment includes language that would require sedan services to charge at least 5 times the minimum taxicab fare. In other cities, Uber has rolled out a lower-cost all-hybrid service, called UberX, that provides the same convenience minus the fancy cars. This provision would make such a service illegal in DC.

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If you agree, please call or write the council:

Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED] (pmendelson @ dccouncil.us)

Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] (mcheh @ dccouncil.us)

Michael Brown, at-large, (202) [REDACTED] [REDACTED] (mbrown @ dccouncil.us)

[snip]

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14 **ISO P/T Nanny or Nanny-Share from Noon - 3 PM, M-F Starting in Septe**

Mon Jul 9, 2012 3:38 pm (PDT) . Posted by: "[brianwclark](#)" [brianwclark](#)

We are looking for a part-time nanny or nanny-share situation for our two-year-old this fall when school starts.

We are working out the details, but would need someone between noon to 3 PM Monday through Friday. We live in Cleveland Park near Eaton Elementary.

Brian
Macomb St NW

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15 **Seeking workout buddy**

Mon Jul 9, 2012 3:40 pm (PDT) . Posted by: "[Stephanie Humphries](#)" [stephumphries](#)

Hi,

I'm looking for a work-out buddy Monday-Friday in the early mornings around 5:30-6:00 am, meeting up at my apartment at Wisconsin and Porter. I have a membership to Tenley Sport and Health and want to work out, but need some extra motivation. In the past, having a workout buddy stop by on our way to work out helped a lot. I'd be open to working out at Sport and Health, walking, or once I'm back in shape, jogging.

I'd also like a second workout in the evenings, around 8:00 pm. I'd like to start next week, July 16.

Unfortunately, I can't really change the times, so I need a workout buddy with a compatible schedule. Looking forward to meeting you and helping each other be healthier!

Thanks!

-Stephanie

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16.1 Washington Tweets

Mon Jul 9, 2012 3:46 pm (PDT) . Posted by: "[Bill](#)" [billadler](#)

Washington Tweets
by Bill Adler

Washington tweets. A lot. The Washington Tweets column is a collection of the most interesting, recent Washington-area tweets. These tweets reveal a candid and fascinating portrait of what is on our collective minds: Twitter gives a snapshot of what we're doing, thinking and hoping for. Washington Tweets is Washington in the raw. Washington Tweets is published on Monday. Bill Adler tweets at [@billadler](#).

[@amorrissey](#) [@PTRQ](#) [@andymbowen](#) you're my dear friend, Alex, but there's no chance in hell i'm going anywhere lacking central air, set at 65°. ([@amorrissey](#))

Hello DC! How are ya?? <deplanes, hit in face with humidity sledgehammer> No. No. No. No. <clicks heels together wishfully> ([@heathermg](#))

It was SO hot this weekend - the tarmac at Reagan actually melted, stalling flights. Heat related details here: <http://bit.ly/PEOEiB> #RVA #DC ([@GridlockGoddess](#))

It's 10:30 pm & it's 95 degrees outside. That's just not right. ([@hgil](#))

Quick show of hands: if you had to rely on one agency for everything, would you rather [@PeppoConnect](#) or [@wmata](#)? ([@welovedc](#))

Nice! RT [@dharrisdc](#): Gorgeous mammatus at 8:30 over Cleveland Park in NW DC! #weatherwatchers <http://pic.twitter.com/4q9GiFi9> ([@capitalweather](#))

DC Council is mtg to discuss burying power lines (at cost of \$5-\$6 billion). Follow [@WAMU's](#) [@Patrick_Madden](#) for updates. ([@elisewho](#))

More than 100 taxi drivers are protesting outside the DC Council. Here's why: <http://tinyurl.com/6mbvudg> ([@fightbackradio](#))

RT [@GarberDC](#): Happy 4th of July to the 620,000+ US citizens in DC who still don't have voting representation in Congress. U-S-A! #Fail ([@carinr](#))

Spotted: Mayor Vincent Gray Dining with Girlfriend <http://bit.ly/NUDC1c> ([@dcfab](#))

Certainly not unicorns and rainbows here in #TrinidadDC but our monthly [@TNAdc](#) meeting always renews my spirit and sense of community. <3 ([@bogrosemary](#))

DC city council wants to impose a price floor on [@Uber_DC](#): 5x the minimum taxi fare. That's ridiculous. <http://bit.ly/LbOkF0> [@jimgrahamward1](#) ([@LibbyJ](#))

Here's the full rundown on the D.C. Council's amendment on Uber: <http://bit.ly/Ng7rMP> ([@dcist_martin](#))

Could @Uber_DC have asked for a better PR message than "please, D.C. Council, let us charge riders less money?" (@mikemadden)

Keep fighting the #UberDClove good fight! Sign this petition - <http://chn.ge/NDF4XM> (cc @Uber_DC @TommyWells @escapetochengdu) (@dcconciierge)

Just read Mario Batali is opening a restaurant in #DC. It will be called Eataly. #foodies (@ShesSavvy)

Still waiting for some clever person to launch a dating service aimed at finding mates for smart DC-area nerds who are me. (@sjcAustenite)

Guy lying down asleep on #Metro during rush hour. I thought that was only acceptable if it's 3am and you're coming back from Adams Morgan. (@DanielEhlers)

Good news - @theDryBar is coming to #DC. Bad news, they'll be in Georgetown & Bethesda and not downtown. #halfwin h/t @SkinnytobeinDC ‏(@dcconciierge)

My dad, a lifetime DC area resident, just emailed me: "I've been waiting my whole life & this could be the year." #Nationals #playoffs #@mlb (@JackoBeam)

Jeanne Clark Harris is the third figure to be charged in the probe of Mayor Vincent Gray's 2010 campaign. (@alanblinder)

Last meal in Cleveland Park, and a humble one at that. (@California Tortilla) (@StaceyMckenzieM)

Tomorrow the DC City Council is voting on a bill that would require college students to get DC car insurance... <http://fb.me/10vxV2srf> (@GUSAssociation)

Very bizarre - Feds probe treatment of diabetic students in DC schools, <http://wapo.st/Rm1cZ7>. (@allisonrbrown)

DC's only roasting label, is looking for a few restaurant partners. Interested? See details here: <http://qualiacoffee.wordpress.com> (@RoastMonkey)

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17a **ISO general contractor**

Mon Jul 9, 2012 4:31 pm (PDT) . Posted by: "kwsclark" kwsclark

We are looking for a contractor to do some repairs to our house, which was damaged in the storm. In particular, we need someone who can repair some structural damage, replace a ceiling, gutters, downspouts, and rebuild our deck. Any recommendations would be appreciated.

Thanks,
Kalea Clark

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18 **Free Moving Boxes and Antique Typewriter**

Mon Jul 9, 2012 4:32 pm (PDT) . Posted by: "Cristina Marciano" mottmarciano

There are free moving boxes and an antique typewriter on the curb in front of 3332 36th Street, between Macomb and Newark.

Cristina Marciano

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19 **last minute accommodations in Outer Banks, NC - any leads?**

Mon Jul 9, 2012 4:33 pm (PDT) . Posted by: "[Dana](#)" [dfarrell75](#)

Hi there,

Because I'm horrible at planning, I'm just now dreaming of a summer vacation getaway and would love to find reasonably price accommodations for two adults (and ideally, one well-behaved dog) somewhere on the Outer Banks, NC, in early August (maybe the 4th - 11th). If anyone has a property to rent, or somewhere to suggest, please email me directly at [REDACTED]

Thank you,
Dana Farrell

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20 **Looking for a terrific full-time nanny?**

Mon Jul 9, 2012 4:56 pm (PDT) . Posted by: "[maxapt138](#)" [probin16](#)

Our son is starting school this fall and our wonderful, dependable full-time nanny, Jane, is seeking full-time employment with a new family.

Jane has been with us since our son -- now 4 -- was 3 months. I can't say enough about her dedication, warmth, energy and patience, and our son has grown very attached to her. From arranging playdates as well as library, zoo and playground visits, to reading together, bathtime and preparing our son's meals -- Jane has enriched our son's life immeasurably and made life a whole lot easier for us.

Jane is a seasoned childcare provider and native English speaker, legal to work in the U.S., and adept at taking public transportation everywhere (she doesn't drive). She is looking for a minimum of 40 hours/week.

Jane will be available full-time Sept. 4, but we could be flexible on start dates. She is also available part-time July and August.

Please contact me if you're interested in discussing her qualifications further. Jane (Gladstone) can be reached directly at [REDACTED]

Thank you,

Dara
[REDACTED]

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21 **Free Bearded Dragon to a good home**

Mon Jul 9, 2012 6:49 pm (PDT) . Posted by: "[lynnovermann](#)" [lynnovermann](#)

We need to find a home for our 2 year old male bearded dragon. We've had him since he was a baby and he's now about 18 inches long, nose to very long tail. He's been handled frequently and likes to climb up onto shoulders and even down backs. He comes with a 40 gallon tank with a slightly worn cage cover, terrarium liner, water

bowl and driftwood to climb and sunbathe. We also have 2 heat lamps and a somewhat beat-up cricket keeper.

He would be a great pet for kids -- we're sorry to part with him! If you are interested, please email me at [REDACTED]

Thanks!

Lynn
Albemarle Street

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From: [REDACTED]
To: [REDACTED]
Subject: [Cleveland-Park] Digest Number 6013
Date: Tuesday, July 10, 2012 3:31:01 AM



Cleveland Park Group

4 New Messages

Digest #6013

- 1a [Re: ISO general contractor](#) by "Marjorie Dick Stuart" marjorieandbill
- 2a [Re: DC Council to prevent competition for taxicabs](#) by "David Schneider"
- 3a [Re: Free: Three-ring Binders - Taken](#) by "Crista" naplesgirl_06
- 4 [Gymboree or Jonah's Tree House?](#) by "amyib" amyib

1a [Re: ISO general contractor](#)

Mon Jul 9, 2012 7:08 pm (PDT) . Posted by: "[Marjorie Dick Stuart](#)" marjorieandbill

Call Luke Stewart: [REDACTED]

He can probably handle all of that for you. He has worked for many clients of mine over the years, and has also done a lot of work for fellow real estate agents. He is a pleasure to work with!

Marjorie

Marjorie Dick Stuart
[REDACTED]
MarjorieDickStuart.com
Randall Hagner Residential, LLC
[REDACTED]

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changes based on
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2a [Re: DC Council to prevent competition for taxicabs](#)

Mon Jul 9, 2012 7:08 pm (PDT) . Posted by: "[David Schneider](#)"

Councilmember Mary Cheh tweeted "This amendment does not take away any transportation choices. In fact, it expands them in a fair and safe way." No, that's wrong. This amendment would stifle Uber's rolling out UberX, a lower cost car service that uses hybrid vehicles, which you can read about in this New York Times article: <http://tinyurl.com/blpkedp> .

We need more transportation alternatives, not fewer. I understand that taxis don't want competition. But let's give Uber a fair shot at their regular and less-expensive service, UberX, first. If there's a problem with it later on, then the Council can take action.

The amendment that forces Uber to charge a fixed minimum price for rides is a bad idea.

David

--original message--

The DC Council has a bill before it overhauling the regulation of the District's taxicabs, and Councilmember Mary Cheh is proposing an amendment that would clear up the legal gray zone surrounding Uber, the smartphone-enabled sedan service. That's the good news.

The bad news: This amendment includes language that would require sedan services to charge at least 5 times the minimum taxicab fare. In other cities, Uber has rolled out a lower-cost all-hybrid service, called UberX, that provides the same convenience minus the fancy cars. This provision would make such a service illegal in DC.

I don't understand the rationale behind this at all. If Uber can compete with taxis at a reasonable cost, there's no reason for the government to coerce them to raise their prices. The only conceivable purpose I can see for this legislation is to protect the politically powerful taxi industry. The council's role in regulating taxicabs should be to protect consumers, not taxi drivers.

[snip]

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3a **Re: Free: Three-ring Binders - Taken**

Mon Jul 9, 2012 8:43 pm (PDT) . Posted by: "[Crista](#)" [naplesgirl_06](#)

The binders have been spoken for. Thank you for your interest!

Crista

--- In [REDACTED] "Crista" <kcrebo@...> wrote:

Free: Five (5) three-ring binders

- * Three (3) 3" binders. Each one is white with orange logo/print on it.
- * One (1) 2" binder. Opaque white. No print or lettering of any kind.
- * One (1) 1" binder. Opaque gray. No print or lettering of any kind.

All binders are in very good shape and very useful.

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4 **Gymboree or Jonah's Tree House?**

Mon Jul 9, 2012 8:43 pm (PDT) . Posted by: "[amyib](#)" [amyib](#)

Parents,

Do you have any insight on the Gymboree in Bethesda vs. Jonah's Tree House? I have a very "active" two year old, and I'm looking for a cool place this summer for him to let out some energy, and be around other kids. Please email me at [REDACTED]

Thanks,
Amy

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Switch to daily digest: [REDACTED]
Switch to individual messages: [REDACTED]



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From: [REDACTED]
To: [REDACTED]
Subject: [columbia_heights] Digest Number 4670
Date: Tuesday, July 10, 2012 11:11:15 AM



Columbia Heights Group

9 New Messages

Digest #4670

- 1 [Fw: Upcoming 14th Street Arts Activities-Address Correction for DESI](#) by "Lisa Kralovic" lisakralovic
- 2a [*KIDS SUMMER SOCCER - Ages 2 - 8 \(Register @ www.kafksoccer.com\)](#) by "kicks_are_for_kids_soccer" kicks_are_for_kids_soccer
- 3 [FW: \[Nobody's Business Plays Columbia Heights\]](#) by "Mary Lord" cheeky_lucky
- 4 [Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr](#) by "Shaune" shauneliz
- 5a [Uber Amendment](#) by "Allie W"
- 5b [Re: Uber Amendment](#) by "Richard Layman" rlaymandc
- 6a [feral cats](#) by "Free Cyclor" freecycle21403
- 6b [Re: feral cats](#) by "Ryan Cummins" khlamad
- 7 [ANC 1A July 11, 2012 Meeting Agenda](#) by "Boese, Kent C. (ANC 1A08)" kcboese

1 [Fw: Upcoming 14th Street Arts Activities-Address Correction for DESI](#)

Mon Jul 9, 2012 9:18 am (PDT) . Posted by: "Lisa Kralovic" lisakralovic

FYI

----- Forwarded Message -----

From: "Abernathy, Malaika (OP)" <[REDACTED]>
Sent: Friday, July 6, 2012 7:41 PM
Subject: Upcoming 14th Street Arts Activities-Address Correction for DESIGN CHARRETTE

Central 14th Street Small Area Plan--- Artplace STREET FURNITURE!

Where:
4614 14th Street NW

When:
Wednesday, July 11, 2012, 4-7pm, Open House
Thursday, July 12, 2012, 4-7pm, Open House
Friday, July 13, 2012, 4-7pm, Open House
Saturday, July 14, 2012, 10am-6pm, DESIGN BUILD WORKSHOP

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We are making changes based on your feedback, Thank you !

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What:

As part of CM Bowser's leadership in revitalizing 14th Street from Spring to Longfellow Street NW, come join the partnership of the Office of Planning, Artplace America, a team of REBAR artists, 14 Uptown Business Association (UBA) and others, to create temporary street furniture for the corridor! The Open House session from Wednesday-Thursday are intended for 16th Street Heights residents and stakeholders to stop by and help Rebar build proposed temporary furniture pieces. You may help with assembly, paint and other hands-on activities geared to reveal the furniture at the Workshop on Saturday, July 14 from 10am -6pm. Here you will have a hands-on opportunity, meet your neighbors, and help place the new, creative, temporary furniture pieces along the corridor.

Why:

As stated in the Final Draft Central 14th Street Plan, slated for Council approval this Fall, the large sidewalks along the corridor can be a huge component in attracting residents and visitors to patronize our existing businesses. At the last Central 14th Artplace Design Charrette activity on April 21, we asked the public how the use of temporary street furniture, i.e. seating, tables, and art, could meet the unique needs of the commercial areas along 14th Street. Visit here for a full recap of past temporary art activities for 14th Street.

The street furniture is expected to be used on a temporary basis, collapsible to allow easy storage, and movable, to be featured in various locations along the corridor. This activity is part of the larger Artplace grant for 14th Street. The Office of Planning was granted Artplace of America resources to provide temporary art within the public realm in 4 featured neighborhoods. If you'd like the temporary street furniture near your business on 14th from Spring to Longfellow or are interested in storing the furniture between use, please let us know.

More Info:

For more info on Artplace visit www.planning.dc.gov

For more info on Central 14th Street Artplace activities visit the 14 UBA featured website at www.summeroftheartsdc.org and like the Facebook page.

Questions? Malaika Abernathy, Ward 4 Planner, [REDACTED] or [REDACTED]

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2a ***KIDS SUMMER SOCCER - Ages 2 - 8 (Register @ www.kafksoccer.com)**

Mon Jul 9, 2012 11:12 am (PDT) . Posted by: "[kicks_are_for_kids_soccer](#)" [kicks_are_for_kids_soccer](#)

KIDS SUMMER SOCCER - (Ages 2 - 8)

6 WEEKS Session only \$99

Registration is now available online @ www.kafksoccer.com

*Space Limited!

-Registration Deadline: Friday July, 13th

-Class Begins: Sat/Sun July, 14th -thru- Sat/Sun August, 18th

"Kicks Are For Kids" is proudly serving ADAMS MORGAN | COLUMBIA HEIGHTS | DUPONT CIRCLE | & MORE.

~KICKS ARE FOR KIDS~

www.kafksoccer.com

call: [REDACTED]

email: [REDACTED]

Thank You!

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3 **FW: [Nobody's Business Plays Columbia Heights]**

Mon Jul 9, 2012 11:50 am (PDT) . Posted by: "Mary Lord" [cheeky_lucky](#)

My brother in law's a great reporter for McClatchy News - and an even better guitarist with this great R&B band. Rock the house July 18 with Nobody's Business at Acre 121, a great bar and BBQ joint in Columbia Heights from 8-8:45 p.m. And we need as many of you there as we can get because the band is competing against three others!

Mary

Mary Lord

Date: Mon, 9 Jul 2012 11:20:33 -0700

To: [REDACTED]

From: [notification+](#) [REDACTED]

Subject: [Nobody's Business Plays Columbia Heights] Yay!

FacebookJonathan Landay posted in Nobody's Business Plays Columbia

HeightsJonathan Landay 2:20pm Jul 9 Yay!

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4 **Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr**

Mon Jul 9, 2012 2:39 pm (PDT) . Posted by: "Shaune" [shauneliz](#)

For those of you who are active ÜBER users I thought I would forward the message below from UBER as an FYI.

Sent from my iPhone

Begin forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> Date: July 9, 2012 4:40:52 PM EDT
> To:
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
> Reply-To: Travis, Uber CEO <[REDACTED]>
>
> Un-Independence
> On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you

probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

>

> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

>

> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

>

>

> Take Action

> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

>

> Strike down the MINIMUM FARE language from the Uber Amendment.

>

> Here are the City Council members' contact info. Call/write as many of them as possible!

> Phil Mendelson (Chairman), (202) [REDACTED]

> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh

> Michael Brown, at-large, (202) [REDACTED]

> @cmmichaelabrown

>

> Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1

> Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2

> Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser

> Kenyan McDuffie, Ward 5, (202) [REDACTED]

@kenyanmcduffie

> Tommy Wells, Ward 6, (202) [REDACTED] @tommywells

> Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma

> Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr

>

> David Catania, at-large, (202) [REDACTED] @cataniapress

> Vincent Orange, at-large, (202) [REDACTED]

@vincentorangedc

> Keep the #UberDCLove alive. See full blog post here.

>

> Sincerely,

> Travis Kalanick, Uber Co-Founder and CEO

>

>

> To join the #UberDCLove activism team, click here.

>

> Uber Technologies, Inc.

> 182 Howard Street, #8

> San Francisco, CA 94105 Unsubscribe

> Subscription Preferences

> View this email in your browser @Uber_DC

^

5a **Uber Amendment**

Mon Jul 9, 2012 5:21 pm (PDT) . Posted by: "[Allie W](#)"

I hope that those of you who use Uber will support them and ask the council not to bow to the taxi lobby. When I ruptured my achilles and was on crutches, a service like Uber would have served me well. Now that we have this service, I appreciate it as I have not had to endure cabs refusing to give me a ride or claiming that they would not travel up Sherman Avenue.

I hope Mr. Graham will not side with the taxi lobby and will let travel alternatives be. I think this is a great service and I don't see why there needs to be legislation regarding Uber. Surely there are other matters the council could be reviewing.
-Allie

Sent from my iPhone 4s. Please excuse any spelling errors.

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5b **Re: Uber Amendment**

Mon Jul 9, 2012 6:01 pm (PDT) . Posted by: "[Richard Layman](#)" [rlaymandc](#)

fwiw, the real issue for me is that there is the legislation but no underlying transportation master plan with an element on taxi services and shared vehicle services. Were there, this issue and many others could be and should be addressed.

While I would never pay the prices that Uber demands, I think it's pathetic that if I have an early flight at National Airport, I will call Red Top to pick me up (in upper Ward 4) because I know that they will come when I say they should, and I can set up an appt. online, and that DC taxi services aren't equivalently reliable, which is why we are driven to use other services.

E.g., this past blog entry...

which doesn't even discuss "shared taxis/jitneys/collective taxis" (a la Montreal), which appear to be necessary in the outer ward areas.

RL

Thursday, May 24, 2012

DC and taxis: need for a comprehensive plan

I've argued for awhile that planning for taxis needs to be incorporated into a community's transportation plan. Because taxi "management" is seen more as a regulatory function, it's most often treated separately.

In DC, taxis have been in the news for a number of reasons, including an attempt to create a medallion system (since rebuffed) and the related bribery attempts and scandal, the DC City Council's passage of a new law concerning taxis (I think the law was premature, given that a plan for the industry doesn't exist), and how the Washington Post (probably because a reporter got caught in the scrum) reported chaos for cabs at Union Station after the line monitor normally ends his shift ("At Union Station late at night, all's fare when seeking a cab," "Union Station steps up late-night enforcement to quell cab chaos," and "A new day at Union Station cab queue").

And granted the newly adopted DC City Council legislation is focused on significantly improving the quality of taxi service in the city, which face it, tends not to be great.

Flickr photo by WILL1955.

For example, many people don't find DC taxicabs can be relied on to get to the airport early in the morning. So you know to call Red Top Cab of Arlington. It's legal for

them to come into the city to pick up a fare if the final destination is in Arlington County, Virginia.

That says something very chilling about DC taxi service, for residents especially.

One of the ever present issues concerns the provision of taxi service outside of the core of the city (NYC is introducing a new system of "green cabs" to provide more cab services in areas traditionally underserved, outside of Manhattan, see "A Green Apple Taxi" from the New York Times; and Montreal has shared taxi services in outer parts of the city, which provide near-transit service on a more cost-effective basis), or in the early hours of the day.

Another issue concerns the availability of cabs with disabled-access, and even the shifting of some of the paratransit trips from the higher-cost MetroAccess service to presumably what would be a less expensive service delivered in part by taxis.

You'd think there would be an opportunity in the DC market for a taxicab service providing high quality, advanced services--ordering online/by mobile phone, paying by credit card, etc. --but such a service doesn't seem to be in the offing.

There has been the controversial Urber service ("Uber car impounded, driver ticketed in city sting" from the Post), but it's more of a high end car service and not what I have in mind.

From: Allie W <[REDACTED]>
To: ColumbiaHeights ListServ <[REDACTED]>
Sent: Monday, July 9, 2012 8:21 PM
Subject: [columbia_heights] Uber Amendment

I hope that those of you who use Uber will support them and ask the council not to bow to the taxi lobby. When I ruptured my achilles and was on crutches, a service like Uber would have served me well. Now that we have this service, I appreciate it as I have not had to endure cabs refusing to give me a ride or claiming that they would not travel up Sherman Avenue.

I hope Mr. Graham will not side with the taxi lobby and will let travel alternatives be. I think this is a great service and I don't see why there needs to be legislation regarding Über. Surely there are other matters the council could be reviewing.
-Allie

Sent from my iPhone 4s. Please excuse any spelling errors.

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6a **feral cats**

Tue Jul 10, 2012 3:11 am (PDT) . Posted by: "[Free Cyclor](#)" [freecycle21403](#)

I've been living in DC since March and am still learning my ways around the CH/MP. There are some feral cats in my neighborhood. I have been leaving water out during the days for them, and when I see them hanging around I give them food. I have one regular that comes around and I now have a new little one hiding near me. The new little kitten (solid black) cannot be more than 4 or 5 months old if that. It's just a baby.

Is there a group that monitors neighborhood feral cats?

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6b **Re: feral cats**

Tue Jul 10, 2012 7:30 am (PDT) . Posted by: "Ryan Cummins" khlamad

<http://www.alleycat.org/page.aspx?pid=984>

On Tue, Jul 10, 2012 at 6:11 AM, Free Cyclor <[REDACTED]> wrote:

> **
>
>
> I've been living in DC since March and am still learning my ways around
> the CH/MP. There are some feral cats in my neighborhood. I have been
> leaving water out during the days for them, and when I see them hanging
> around I give them food. I have one regular that comes around and I now
> have a new little one hiding near me. The new little kitten (solid black)
> cannot be more than 4 or 5 months old if that. It's just a baby.
>
> Is there a group that monitors neighborhood feral cats?
>
>
>

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7 [ANC 1A July 11, 2012 Meeting Agenda](#)

Tue Jul 10, 2012 4:29 am (PDT) . Posted by: "Boese, Kent C. (ANC 1A08)" kcboese

The draft agenda for the July 11, 2012, meeting of ANC 1A is now posted on the ANC 1A Web site (<http://anc1a.org/nextmeet.html>). It is also included below as a convenience.

Harriet Tubman Elementary School
3101 13th Street N.W. (Gymnasium)
7:00 PM
DRAFT
Meeting Agenda
July 11, 2012
Call to Order

Community Announcements (1 minute per speaker)
Commissioners and Members of the community can use this time to make public announcements, distribute information, or alert the community about issues.

Committee Reports - (Committee reports are done as needed. 5 minutes per report, unless otherwise noted)

Cecilia Jones, Public Safety Report

ANC Administrative Matters
Roll Call
Approval of Agenda
Approval of the Prior Minutes (June 13, 2012)
Treasurer's Report

Presentations (5 minutes per speaker, unless otherwise noted)

Aaron Rhones ♦ Traffic and pedestrian flow on 14th Street

Official Business

Official Business is limited to 5 minutes of presentation (unless extended by the commission) followed by questions from the commission and audience until a motion to close discussion is passed, followed by an official ANC vote.

Presenter Name ♦ Issue (Requested ANC Action)

Letter of Support for Bernice Foneneau Senior Wellness Center ♦s use of Park View Recreation Center by Seniors (Holmes)

Letter of Support for New Residential Driveway at 3639 New Hampshire Avenue (DDOT Tracking Number 70964) (Boese)

Grant Request for Columbia Heights Day (Love-Wade)

Resolution in Support of Restrictions for Off-Premises ABRA Retailer ♦s Licenses in ANC 1A (tentative)

Resolution in Opposition, BZA Hearing Case #18376, 3453 Holmead Place, NW, Requested Variance From Open Court Requirements, Variance from Building Height Requirements (Pair)

Adjournment - Goodnight!

Kent C. Boese | Advisory Neighborhood Commissioner 1A | Single Member District (SMD) 1A08

608 Rock Creek Church Road, NW | Washington, DC 20010 | [REDACTED] | [REDACTED]

<<http://www.sustainable.dc.gov>>

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GROUP FOOTER MESSAGE

URL to this page on the web: http://groups.yahoo.com/group/columbia_heights/



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From: [Facebook](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: [DC Councilmember Tommy Wells] New message from Elizabeth McWhorter
Date: Monday, July 09, 2012 7:56:27 PM

Conversation between [Elizabeth McWhorter](#) and [DC Councilmember Tommy Wells](#)

Elizabeth McWhorter

7:26pm Jul 9



Dear DC Council Member Wells:

I am a resident and homeowner in Ward 6 of Washington, DC. As my representative, please do all you can to keep our city as open as possible to competitive business models that encourage good service.

As a single female resident of Capitol Hill, I have been left standing on the curb several times futilely trying to hail a cab home. That is not to say that cabs don't stop for me. After all, I am well-dressed, well-behaved... usually carrying an awesome purse. I'm a good tipper, but I know (as someone that has waited tables before) that that isn't necessarily something you can assume from a person's appearance. I take issue with the taxi industry when it has come to the deplorable state of allowing not one cab, but two cabs in one night, think that it is acceptable behavior to pull over as if to pick me up, lock the doors, ask through lowered windows for my destination, then refuse to unlock the doors and drive away. Leaving me on the curb. In the dark. By myself. With an awesome purse. And yes, I told the second one that it was illegal to do what he was doing and I took note of his license plate and emailed the taxi commissioner right away.

I have lost more than one awesome purse to theft in this city. I am not interested in tempting fate and standing outside on the curb in the dark by myself for extended periods of time. It makes me uncomfortable. I have actually walked to the Hill from Dupont Circle without being able to hail a cab rather than wait the 45 minutes I was told it would take as I called in a request.

This city needs UberX. I need UberX. I don't like going out at night beyond the confines of my neighborhood anymore. It is often more trouble that it is worth to get home. Uber has been the savior of many fun and carefree nights out, but UberX will help me save up to pay all of those property taxes I'll owe next April.

Thanks for listening,

Elizabeth McWhorter

[REDACTED]
[REDACTED] DC 20002
[REDACTED]

[View Conversation on Facebook](#) · Reply to this email to message Elizabeth McWhorter.

From: [REDACTED]
To: [REDACTED]
Subject: [georgetownforum] Digest Number 1642
Date: Tuesday, July 10, 2012 8:59:25 AM



Georgetown Forum Group

11 New Messages

Digest #1642

- 1 [dog sitting](#) by "Leighton Shaw" leightonshaw
- 2 [Our Street Trees](#) by "[REDACTED]" betsyemes
- 3 [Free essential oils workshop at Elements Center!](#) by "elements.center" elements.center
- 4 [Sun Roof Repair Referral](#) by "Babayi, Robert S." babacci2000
- 5 [local au pairs available this Summer](#) by "Karla" karlaqa
- 6 [This stinks!!!](#) by "Andrew Kunisch" kunisch23
- 7a [Gas station at Pennsylvania & M](#) by "schlik7" schlik7
- 7b [Re: Gas station at Pennsylvania & M](#) by "Karl S. Bourdeau"
- 8a [Tell the Council not to kill Uber Car Service](#) by "sethcynthia" sethcynthia
- 9 [Taxi fare increase voted on tomorrow](#) by "Bruce Majors" [REDACTED]
- 10 [Pest Control](#) by "mkwillia2003" mkwillia2003

1 [dog sitting](#)

Mon Jul 9, 2012 7:43 am (PDT) . Posted by: "[Leighton Shaw](#)" leightonshaw

Hello everyone. My name is Leighton Shaw and I just wanted to let everyone know that I am available to dog walk/sit this summer if needed. I am 26, love dogs, and have a flexible schedule. Please let me know if anyone is interested!

-Leighton Shaw

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2 [Our Street Trees](#)

Mon Jul 9, 2012 8:28 am (PDT) . Posted by: [REDACTED] betsyemes

Please think twice before putting any plantings in our street tree boxes, especially the ones with newly planted trees (planted in the last 3-4 years).

Why?

[Visit Your Group](#) >

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[Create New Topic](#) >

[5 New Members](#) >

[1 New Photos](#) >

We are making changes based on your feedback, Thank you !

[Submit Feedback](#) >

First of all, think about the very tiny space a tree box provides for a tree to grow. That is all the room it will have for its lifetime and our street trees need all the room, air, water and nutrients they can get to become established and hopefully grow to maturity. Anything else planted in the box is just competition.

Not only will any additional plantings compete for room in a box, watering needs are very different. As I have written in many postings, trees need long, slow, thorough waterings with time to dry out in between. Most annuals need watering almost every day. I have seen many trees drowning in a pool of water, surrounded by annuals. Perennials are also water and nutrient hogs. Liriope is the worst offender, as it forms a mat of roots so thick that water cannot penetrate it and nothing reaches the tree.

Additional plantings also encourage the build up of soil in a box and before you know it, a tree will become "buried" in extra soil. And every time you dig in a tree box, tree roots are disturbed. Tree roots are very shallow, growing outward, not down.

The best thing you can do for a street tree is to keep it mulched with only one to two inches of mulch, being careful not to let the mulch touch the tree trunk. Water once a week with about 25 gallons of water, depending on rain.

If you look around the neighborhood, on average the healthiest trees are the ones with nothing else planted in the box, i.e., with nothing to compete with the tree.

The best tree box is a box filled with tree roots. Be considerate of our trees!

Betsy Emes
Chair
Trees for Georgetown

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3 **Free essential oils workshop at Elements Center!**

Mon Jul 9, 2012 10:04 am (PDT) . Posted by: "[elements.center](#)" [elements.center](#)

Make Over Your Medicine Cabinet
Saturday, July 14 at 12:15pm
FREE

You'll learn what an essential oil is, how it is extracted from a plant, and about the science and research that is being done on these amazing natural medicines. Sue Stewart will also show you how to use the oils for sleeping better, managing your stress, digestion troubles, kids' health issues, and improving your moods.

Please RSVP to [REDACTED] if you plan to attend. If you have a medical issue or topic you would like to make sure we cover please let us know.

www.elementscenter.com
Elements Center
2233 Wisconsin Ave., NW
Suite 217

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4 **Sun Roof Repair Referral**

Mon Jul 9, 2012 12:54 pm (PDT) . Posted by: "[Babayi, Robert S.](#)" [babacci2000](#)

My sun roof has sustained serious damage due to the recent storm. I'd appreciate referrals to a reputable firm for repairing/replacing the roof.

Robert Babayi, Esq. | Venable LLP

t [REDACTED] | f [REDACTED] | m [REDACTED]
575 7th Street, NW, Washington, DC 20004

[REDACTED]mailto:[REDACTED] | [www.Venable.com](#)
com<<http://www.venable.com/>>

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5 **local au pairs available this Summer**

Mon Jul 9, 2012 2:24 pm (PDT) . Posted by: "[Karla](#)" [karlaqa](#)

Three local Spanish speaking au pairs are seeking host families in the area:

Mariana

Mariana is a 24 year-old au pair currently taking care of two boys ages 4 and 3 in Arlington, Virginia. She is a university graduate with a degree in education. Back in Mexico, Mariana was working as a kindergarten teacher before embarking on her year in the US as an au pair. With her current host family, she has provided before and after care for two boys, walking them to and from school, preparing lunch and snacks, helping with toilet training, keeping them active at a park outside or with crafts, reading and other activities inside. Her current host family no longer needs an au pair in September and thus Mariana is looking for a new family to stay in the area. She would be a great fit for a family looking for an experienced educator and caregiver whose availability mostly fits the calendar of the school year. She is available to move to a new host family on September 11th for her 9 month extension period.

--

Paulina

Paulina is a 24 year-old au pair from Mexico currently living with a family in Maryland. She has solid experience working as a live-in nanny, and babysitting. She has experience working with children ages 0 to 13. Her current host family highly recommends her. Paulina drives daily, and is a swimmer. She speaks very good English and is a native Spanish speaker. Paulina graduated from college prior to traveling to the US last year. She holds an accounting degree. Paulina loves working with children, she is very dedicated, patient, and energetic. She currently helps the children at her current home, with lots of homework. Paulina is available to start working with a new family in August

--

Tania

Tania is a live in au pair, currently living in Maryland. Tania is 20 years old, speaks very good English, and is a driver. She has an approved 6 extension granted by the US Department of State. She has extensive working experience with children ages 2 to 10 years. Tania is pursuing a degree in Psychology. She loves the performing arts, and enjoys reading. Tania loves to keep busy, she also loves sports. Her current family recommends her.

--

If you would like to set up an interview with Mariana, Paulina or Tania, or have questions about the au pair program, please call me at your earliest convenience.

Karla

phone: [REDACTED]

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6 **This stinks!!!**

Mon Jul 9, 2012 5:05 pm (PDT) . Posted by: ["Andrew Kunisch" kunisch23](#)

The Potty-John on P and 33rd needs to go or get cleaned out and washed down. The Potty-John was knocked over on Saturday night and with credit put back upright early Monday. But no one washed it down. The smell is awful.

We've been hosing down the streets everyday so this sounds like a simple request.

Also I can assure the naysayers that the only reason the crew members have not washed it down and made it tolerable themselves is because no one uses it. Construction moved a block away in four directions. Time to go.

Thanks

Andrew

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7a **Gas station at Pennsylvania & M**

Mon Jul 9, 2012 5:06 pm (PDT) . Posted by: ["schlik7" schlik7](#)

Has anyone taken a good look at that gas station lately? It's become a major eyesore.

The brick wall on the M Street side was partially knocked over months ago and bricks are everywhere.

There's now huge graffiti on the rear of the building. By huge, I mean it's taking up almost the entire rear of the building. And their gas pumps have had graffiti on them for months as well.

There's a chain link fence cage on the M Street side that houses damaged vehicles.

Their dumpster is in front of the station, creeping onto the M Street sidewalk.

And they've had a temporary sign hanging over their old sign on M Street for months.

What a dump.

Not an attractive landmark to welcome folks to Georgetown.

For a historic neighborhood lorded over by two historic preservation boards, can't something be done about that property?

Just wondering.

Steve
29th St NW

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7b **Re: Gas station at Pennsylvania & M**

Mon Jul 9, 2012 7:32 pm (PDT) . Posted by: "[Karl S. Bourdeau](#)"

To say nothing of the one at Wisconsin & Q Streets. I agree entirely that for an historic neighborhood like Georgetown, one would like to think that some appropriate entity should be able to do something about such long-continuing eyesores.

Karl S. Bourdeau

Beveridge & Diamond, PC
1350 I Street, NW ~ Suite 700
Washington, DC 20005

T [REDACTED] ~ F [REDACTED]
[REDACTED]

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Please consider the environment before printing this e-mail.

From: schlik7 [mailto:]
Sent: Monday, July 09, 2012 08:02 PM
To: < >
Subject: [georgetownforum] Gas station at Pennsylvania & M

Has anyone taken a good look at that gas station lately? It's become a major eyesore.

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29th St NW

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8a **Tell the Council not to kill Uber Car Service**

Mon Jul 9, 2012 5:06 pm (PDT) . Posted by: "sethcynthia" sethcynthia

DC Council will be voting tomorrow night whether to require Uber (a startup company) to charge higher prices (5x) than a cab. Contact Jack Evans and the other Council members and tell them we want to permit open competition in DC. Below is a blog posting on the issue. I use the services throughout the country - for example in NY the taxi cab commission welcomes the services (see <http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html>)

From TechCrunch blog -- Uber cannot catch a break in Washington, DC. The city taxi commission tried to shut the private car service down last January over rule violations that it wasn't actually committing. Now the local government is taking another shot, considering a legislative amendment tomorrow that would force sedan car services like Uber to charge at least five times the minimum cost of cabs.

To be clear, the overall legislation is great, in that it forces taxi companies to start taking credit card payments and using GPS. But the amendment part does not even bother to hide its intentions.

The section's name is literally "Uber Amendments," and comes with a layman's explanation that "[t]hese requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service." (I've obtained the full amendment from Uber, and you can check it out below.)

What does this mean? Because Uber is already operating as a sedan company, it can't introduce its new Uber X service, the discounted cab alternative that it began launching in other cities last week.

We're trying to get in touch with the city government to better understand its side of the story. But right now, the message is that it will make rules against startups to protect incumbents.

In January, the taxi commission (known for its widespread corruption issues over the years) pulled an Uber driver off the road because he wasn't properly licensed to be a taxi. But, nothing came of that, because it turns out Uber was officially a "sedan car" service. City councillor Mary Cheh even wrote a public letter to the commission asking it to back off. Now, in what seems to be some relationship-building with the taxi lobby, she's the one making the amendment.

Uber, meanwhile, is launching a public campaign to get the council to back down. You can see the full letter that it sent out to users just a few minutes ago, beneath the amendment.

[The proposed amendment.]

Part B. "Uber Amendments"

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase "public vehicle-for-hire ride" and insert the phrase "taxicab ride" in its place.

Explanation and Rationale

¶ This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase "The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to" and insert the phrase "On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to" in its place.

Explanation and Rationale

¶ This section would require the Commission to issue rules regarding sedans within 1 year.

¶ Currently, the bill permits the Commission to issue regulations but the Commission is not required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR §

801.3 (b) and (c).

§(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

§(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

§(1) The business provides an estimated fare to the customer when a sedan is booked;

§(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;

§(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

§(4) The sedans operating this service are licensed and comply with the requirements of this section.±.

Explanation and Rationale

± This section would clarify how sedan services operate.

± Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.

± Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

± These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.

± This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.

±a;±a;±a;±a;±C

[The email that Uber just sent out.]

Un-Independence

On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our

responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the Uber Amendment.

Here are the City Council members' contact info. Call/write as many of them as possible!

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• Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh
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• Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
• Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2
• Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser
• Kenyan McDuffie, Ward 5, (202) [REDACTED] kmcduffie@dccouncil.us, @kenyanmcduffie
• Tommy Wells, Ward 6, (202) [REDACTED] @tommywells
• Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma
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• David Catania, at-large, (202) [REDACTED] @cataniapress
• Vincent Orange, at-large, (202) [REDACTED]
@vincentorangedc
Keep the #UberDCLove alive. See full blog post here.

Sincerely,
Travis Kalanick, Uber Co-Founder and CEO

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9 Taxi fare increase voted on tomorrow

Tue Jul 10, 2012 5:25 am (PDT) . Posted by: "Bruce Majors" [REDACTED]

Bruce Majors
M Street NW

Strike Down the Minimum Fare Language in the DC Uber Amendment

by travis on Jul 09, 2012

22 Comments<<http://blog.uber.com/2012/07/09/strike-down-the-minimum-fare/#dsq-comments-title>>

Update: You can sign the petition to strike the minimum fare language from the Uber Amendment HERE<<http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>>

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- *Jack Evans*, Ward 2, (202) [REDACTED]
@jackevansward2 <<https://twitter.com/JackEvansWard2/>>

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Sincerely,

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*To join the #UberDCLove activism team, click here<<https://docs.google.com/spreadsheet/viewform?fromEmail=true&formkey=dGlwMTBnNmICQXJwamJoRU9oZURtckE6MQ>>

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<http://majors4dc.blogspot.com/2012/07/why-is-dc-government-mandating-minimum.html?spref=fb>

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10 Pest Control

Tue Jul 10, 2012 5:25 am (PDT) . Posted by: "mkwillia2003" mkwillia2003

I was wondering if anyone has any suggestions for a good pest control company that is child and pet friendly. We are having a terrible time with millipedes and tiny little crickets all over our house! My son loves them but we definitely don't.

Thanks for your help.
Kellee Glass

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To: "Shel bah"; [REDACTED]
Cc: [Evans, Jack \(COUNCIL\)](#)
Subject: RE: [georgetownforum] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Date: Tuesday, July 10, 2012 2:59:58 PM

[REDACTED]

Schannette Grant on behalf of Jack Evans

Chief of Staff

From: Shel bah [mailto:[REDACTED]]
Sent: Tuesday, July 10, 2012 1:31 PM
To: [REDACTED]
Cc: Evans, Jack (COUNCIL)
Subject: Fw: [georgetownforum] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

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Shirley Barth

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To: [REDACTED]
Sent: Monday, July 9, 2012 6:37 PM
Subject: [georgetownforum] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

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<http://blog.uber.com/2012/07/09/uber-amendment/>

**From:** "Travis, Uber CEO" <[REDACTED]>

**Date:** July 9, 2012 4:47:32 PM EDT

**To:** Norman Fekrat <[REDACTED]>

**Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates**

**Reply-To:** "Travis, Uber CEO" <[REDACTED]>

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*To join the #UberDCLove activism team, [click here](#).*



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**Subject:** Fw: [georgetownforum] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**Date:** Tuesday, July 10, 2012 2:59:13 PM

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To: [REDACTED]
Subject: [georgetownforum] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Date: Tuesday, July 10, 2012 9:07:41 AM

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For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What

are we asking for?

**Strike down the MINIMUM FARE language from the [Uber Amendment](#).**

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), (202) [REDACTED] [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, (202) [REDACTED] [REDACTED] [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, (202) [REDACTED] [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, (202) [REDACTED] [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, (202) [REDACTED] [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, (202) [REDACTED] [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, (202) [REDACTED] [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, (202) [REDACTED] [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, (202) [REDACTED] [REDACTED] [@marionbarryjr](#)
  
- **David Catania**, at-large, (202) [REDACTED] [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, (202) [REDACTED] [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,  
Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



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**From:** [REDACTED] on behalf of [Bruce Majors](#)  
**To:** [Bruce Majors](#)  
**Subject:** [georgetownforum] Taxi fare increase voted on tomorrow  
**Date:** Tuesday, July 10, 2012 8:25:34 AM

---

## Bruce Majors

M Street NW

# Strike Down the Minimum Fare Language in the DC Uber Amendment

by travis on Jul 09, 2012

22 Comments

**Update:** You can sign the petition to strike the minimum fare language from the Uber Amendment [HERE](#).

## Un-Independence

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- Vincent Orange, at-large, (202) [REDACTED] [REDACTED] [vincentorangedc](#)

Keep the #UberDCLove alive.

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

To join the #UberDCLove activism team, [click here](#).

<http://majors4dc.blogspot.com/2012/07/why-is-dc-government-mandating-minimum.html?sref=fb>

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**From:** [REDACTED] on behalf of [sethcynthia](#)  
**To:** [REDACTED]  
**Subject:** [georgetownforum] Tell the Council not to kill Uber Car Service  
**Date:** Monday, July 09, 2012 8:07:57 PM

---

DC Council will be voting tomorrow night whether to require Uber (a startup company) to charge higher prices (5x) than a cab. Contact Jack Evans and the other Council members and tell them we want to permit open competition in DC. Below is a blog posting on the issue. I use the services throughout the country - for example in NY the taxi cab commission welcomes the services (see <http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html>)

From TechCrunch blog -- Uber cannot catch a break in Washington, DC. The city taxi commission tried to shut the private car service down last January over rule violations that it wasn't actually committing. Now the local government is taking another shot, considering a legislative amendment tomorrow that would force sedan car services like Uber to charge at least five times the minimum cost of cabs.

To be clear, the overall legislation is great, in that it forces taxi companies to start taking credit card payments and using GPS. But the amendment part does not even bother to hide its intentions.

The section's name is literally "Uber Amendments," and comes with a layman's explanation that "[t]hese requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service." (I've obtained the full amendment from Uber, and you can check it out below.)

What does this mean? Because Uber is already operating as a sedan company, it can't introduce its new Uber X service, the discounted cab alternative that it began launching in other cities last week.

We're trying to get in touch with the city government to better understand its side of the story. But right now, the message is that it will make rules against startups to protect incumbents.

In January, the taxi commission (known for its widespread corruption issues over the years) pulled an Uber driver off the road because he wasn't properly licensed to be a taxi. But, nothing came of that, because it turns out Uber was officially a "sedan car" service. City councillor Mary Cheh even wrote a public letter to the commission asking it to back off. Now, in what seems to be some relationship-building with the taxi lobby, she's the one making the amendment.

Uber, meanwhile, is launching a public campaign to get the council to back down. You can see the full letter that it sent out to users just a few minutes ago, beneath the amendment.

~~~~~

[The proposed amendment.]

Part B. "Uber Amendments"

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase "public vehicle-for-hire ride" and insert the phrase "taxicab ride" in its place.

Explanation and Rationale

This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase "The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to" and insert the phrase "On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to" in its place.

Explanation and Rationale

This section would require the Commission to issue rules regarding sedans within 1 year.

Currently, the bill permits the Commission to issue regulations but the Commission is not required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

(1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

(1) The business provides an estimated fare to the customer when a sedan is booked;

(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;

(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

(4) The sedans operating this service are licensed and comply with the requirements of this section.

¹⁸ This section would clarify how sedan services operate.

☐ Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

¶ This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.

[The email that Uber just sent out.]

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Strike down the MINIMUM FARE language from the Uber Amendment.

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 öMary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED]
 [REDACTED] @marycheh
 öMichael Brown, at-large, (202) [REDACTED]
 @cmmichaelbrown
 öJim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
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From: [REDACTED]
To: [REDACTED]
Subject: [gloverpark] Digest Number 2006
Date: Monday, July 09, 2012 10:36:49 PM



Glover Park Group

25 New Messages

Digest #2006

- 1 [Apartment to let for August](#) by "first_noelle_eve" first_noelle_eve
- 2a [Re: Central Air](#) by "heimert" heimert
- 3 [is anyone having trouble with verizon service?](#) by "lorimilstein63" lorimilstein63
- 4a [Re: Wisconsin Avenue Project and Improvements at Key Glover Park Int](#) by "adrianaofg" adrianaofg
- 5 [Free baby exersaucer](#) by "jessicahubley" jessicahubley
- 6a [Parking On Calvert Street](#) by "Fendig, David M." museoffireva
- 6b [Re: Parking On Calvert Street](#) by "adrianaofg" adrianaofg
- 6c [Re: Parking On Calvert Street](#) by "adrianaofg" adrianaofg
- 7 [Free essential oils workshop at Elements Center!](#) by "elements.center" elements.center
- 8a [Visitor parking passes](#) by "mhoward60" mhoward60
- 8b [Re: Visitor parking passes](#) by "Lopez, Anthony (Council)" lanthonylopez
- 8c [Re: Visitor parking passes](#) by "Ms. Tyffany Kidd" tyffany_kidd
- 8d [Re: Visitor parking passes](#) by "Lopez, Anthony (Council)" lanthonylopez
- 8e [Re: Visitor parking passes](#) by "Tyffany Kidd" tyffany_kidd
- 9a [DC City Council Planning a Vote on Uber Tomorrow, Of Interest to GP](#) by "Cooper Reves" cnreves
- 9b [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#) by "Ben Thielen" benthienen
- 9c [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#) by "Joubran, David" david.joubran
- 9d [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#) by "Emily Wander" emilywander
- 9e [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#) by "Michelle"

ma_belle33	
10	Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr by "Lauren Camera" laurensmithcamera
11	Fw: Public Roundtable on Power Outages by "Ben Thielen" benthielen
12a	Re: Storm Debris Clean-up by [REDACTED] ariadnedc
12b	Re: Storm Debris Clean-up by "Mitch Wander" mwander
13	Free Graco Snugride + base by "Kathleen C. Juza" kathleencurley1
14	Kashi granola bars by "Kathleen C. Juza" kathleencurley1

1 [Apartment to let for August](#)

Mon Jul 9, 2012 7:03 am (PDT) . Posted by: "first_noelle_eve" first_noelle_eve

Hi All,

I am letting out my apartment for the month of August as I will be doing a little traveling for work. It is a 1-bedroom, modern and fully furnished. I have two cats and while I would prefer they stay in the apartment while I am gone, they can stay elsewhere if necessary.

The link has photos and a full description. Please share!

<http://www.airbnb.com/rooms/170395>

Noelle

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8 New Members >

We are making changes based on your feedback, Thank you !

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2a [Re: Central Air](#)

Mon Jul 9, 2012 7:34 am (PDT) . Posted by: "heimert" heimert

Your central air should be draining water/condensation to a sink or outside. It shouldn't collect and cause a short circuit.

Andrew

--- In [REDACTED] Christine Siegel <lainger16@...> wrote:
 >
 > Hello,
 >
 > Our AC short circuited today due to much water collection in the condensation tray. This is the third time in two years that this has happened.
 >
 > I'm curious if this happens to other GP homes with central air.
 >
 > Any insight appreciated.
 >
 >
 >
 > Sent from my iPhone

>

^ Top Reply to sender . Reply to group . Reply via Web Post . All Messages (2)

3 is anyone having trouble with verizon service?

Mon Jul 9, 2012 7:48 am (PDT) . Posted by: "lorimilstein63" lorimilstein63

Our internet service has been on and off and very slow these past two days. Is anyone else having these problems with verizon?

^ Top Reply to sender . Reply to group . Reply via Web Post . All Messages (1)

4a Re: Wisconsin Avenue Project and Improvements at Key Glover Park Int

Mon Jul 9, 2012 8:17 am (PDT) . Posted by: "adrianaofg" adrianaofg

Listserv readers:

Alex's first words are "Agreed, losing these spaces seems to benefit no one." I don't see it as a slam...the way I read it, he's pointing out that when faced with possible reduction in parking, some residents are being taken aback more than others. It's bad enough we've had to put up with inadequate pedestrian crosswalks and parking all these years. And now when one thing is FINALLY getting improved, it's not without a cost.

Adriana

<http://73rdandwalnut.wordpress.com/>

--- In [REDACTED] kmskeating@... wrote:

>

> All:Â I think Meg failed to read down the string if she doesn't think the author of the email below mine wasn't slamming "car-centric" individuals.Â

> Â

> BTW, I too appreciate the work of SOME planners, but I think our neighborhood has recently been the victim too many times of planning gone awry.Â

> Â

> And if you don't believe that, just wait until you see what will happen (or not) after the zoning re-write.Â Get informed and comment now or be prepared to suffer the consequences, as our neighborhood has recently.Â You can google your own information - I've been too swamped to post links yet - please keep in mind that this summer is the time to comment on the re-write.Â This fall will be too late.Â I will try toÂ post things in the near term but if I'm at work at this time on a Sunday night, you know I haven't had a ton of time.Â

>

>

> Best regards,

>

> Karen Sprecher Keating

>

>

> -----Original Message-----

> From: M Balto megalto@...

> To: gloverpark [REDACTED]

> Sent: Sun, Jul 8, 2012 8:15 pm

> Subject: Re: [gloverpark] Re: Wisconsin Avenue Project and Improvements at Key Glover Park Interse

>

> Â I don't see anyone slamming car-centric people. I think it's accurate to say that it has been difficult to understand the impact of the changes, even the ones that have been posted on the ANC website since last year, as all the plans for Wisconsin

Avenue, Calvert Street sidewalks, etc., have been.

>

> I appreciate the work of planners and I don't want to keep them out of the neighborhood. To the extent that they work with neighbors on what our priorities are, they can bring valuable expertise as well as resources to bear. The "fluorescent little green people" are one of the remedies that planners have developed and can deliver to us.

>

> On the specific question of parking versus crosswalk at Benton and Tunlaw, I park on the street, though usually a block or two from that intersection. We lost a precious parking space on Tunlaw a couple of years ago when changes were made to improve pedestrian visibility at 37th and Tunlaw, but I considered it a worthwhile sacrifice for improved safety there. My vote would be in favor of pedestrian safety at any crosswalk where many neighbors have raised concerns, even if it costs a parking space or two. We should definitely take into account the inconvenience to those who live nearby, but we should not forget the needs of everyone who lives west of there and deserves a safe crossing on the way to Wisconsin Avenue.

>

> -- Meg

>

>

>

> --- On Sun, 7/8/12, kmskeating@... kmskeating@... wrote:

>

> From: kmskeating@... kmskeating@...

> Subject: Re: [gloverpark] Re: Wisconsin Avenue Project and Improvements at Key Glover Park Interse

> To: aafoster3@..., kimlinthicum@...

> Cc: brian.cohen@..., [REDACTED] tomc.smith@..., alberta.paul@..., alopez@...

> Date: Sunday, July 8, 2012, 7:40 PM

>

> Â

> Dear all:

> Â

> I do not understand the need to slam "car-centric" people in this conversation.Â I think we are all engaged in a steep learning curve about how things work in DC and how complicated each step taken may be.Â I harken back to the earlier suggestions of simpler ways to remindÂ speeders not to speed (most of whom are locals/ourselves):Â fluorescent orange flags on either side of the road that can be carried by crossing pedestrians and/or fluorescent green little people pedestrian warningÂ signs.Â Then of course, we couldÂ all slow the heck down andÂ stop completely at stop signs (no California rolls, no "I totally paused") just a STOP for a count of whatever.Â Heaven forbid we should choose to control our own behavior and keep costs down and planners out of our neighborhood.

>

>

> Regards,

>

> Karen

> Â

> Message-----

> From: Alex Foster aafoster3@...

> To: kimlinthicum kimlinthicum@...

> Cc: Brian Cohen brian.cohen@...; GP Listserv [REDACTED] Tom Smith tomc.smith@...; Alberta Paul alberta.paul@...; Lopez, Anthony (Council) (Council) alopez@...

> Sent: Sat, Jul 7, 2012 1:02 am

> Subject: Re: [gloverpark] Re: Wisconsin Avenue Project and Improvements at Key Glover Park Interse

>

>

> Â Agreed, losing these spaces seems to benefit no one.
>
>
> I think one of the problems with input on this project is that car-centric residents did not fully understand the impact this project would have on them. This is definitely one of the harder topics to follow along with from my perspective - there are so many small changes that even with the best possible disclosure it would be easy to feel surprised when you actually see all the changes.Â
>

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5 **Free baby exersaucer**

Mon Jul 9, 2012 8:34 am (PDT) . Posted by: "[jessicahubley](#)" [jessicahubley](#)

Hi,
We have a well used (but still in good condition) deluxe Evenflo exersaucer for the taking if anyone is interested. Please let me know and I can leave it on our porch for you to pick up. Many thanks.

^ Top [Reply to sender](#) [Reply to group](#) [Reply via Web Post](#) [All Messages \(1\)](#)

6a **Parking On Calvert Street**

Mon Jul 9, 2012 9:10 am (PDT) . Posted by: "[Fendig, David M.](#)" [museoffireva](#)

I'd like to bring up the issue of the recent parking changes on Calvert Street now that we've lived them for a couple of months or so to see what the "consensus" out there is. I'm actually shocked this isn't more of an issue given the usual banter on this list serve. As there are pros and cons to the expansion of street parking I'd like to suggest a compromise - which if I'm reading the Glover Park Transportation Study<http://tooledesign.com/projects/gloverpark/downloads/Final%20Recommendations%20REPORT%2010_01_09.pdf> correctly - was the intended modification in the first place. By way of background, my wife and I have lived in the neighborhood for over 15 years and on Calvert Street in for the last 8. Here are the bullet points of what my perspective on the subject is:

* I used to work nights and I fully realize the need to maximize street parking - especially since the popularity of our commercial strip has grown

* I definitely like the calming effect the added parking has on our street - speeds are thankfully WAY down on Calvert between Tunlaw and 39th

* My parked car was damaged by a moving truck last week to the sum of over \$2500 (mirror, door, fender, rim, tire) as the driver tried to make room for an aggressively-driven van coming the other way (I saw that good citizen flee the scene as quickly as he could)

* I've witnessed 2 car mirrors be destroyed and counted at least 7 more already broken off (possible some may have occurred elsewhere) since the changes were implemented

* I hear (and see) the buses struggle to get on and off their routes each morning and evening because of the narrow through-way

I was surprised to see the wholesale change of the parking zoning on Calvert as was every resident of Calvert I spoke to (5-6 households). I do recall seeing a diagram of the suggested changes somewhere, but I can't seem to find it to link to right now. If Andy Smythe has it at his fingertips that would be great. (BTW and as an aside Andy, I'm a fan of your service, commitment and thoroughness, though I don't always agree with your take. But you have my respect and I welcome your (and any) opinion in all

these discussions. It's unfortunate and annoying that disagreement in web-based discussions seems to invite mean-spiritedness. I seriously doubt people would behave the same way in-person, and it's the easiest thing to respond in a civil and constructive tone or to just scroll past opinions you don't agree with.)

In any case, I did succeed in finding the relevant language (below) in the Final Glover Park Transportation Study which seems to me sensible, and it's curious that it wasn't followed in the actual implementation. The long and the short of it is that the length of the block and the volume of traffic would dictate some painted/signed or if necessary, physical breaks in the parking zones to allow folks to pull over to accommodate oncoming traffic.

Allow parking on portions of the north side of Calvert Street between Tunlaw Road and Edmunds Street.
Parking is currently permitted only on the south side of Calvert Street between Tunlaw Road and Edmunds Street. The block is approximately 600 feet in length and the width results in provision of approximate twelve foot travel lanes (interstate standard width) that allows motorists to accelerate comfortably. As this is the primary route for accessing the Stoddert School, there is concern the traffic volume may be too high to allow parking full time on both sides of the street. It is recommended that parking be allowed and restricted in 120 foot increments along the north side to create a chicane (meandering travelway) that will require motorists to reduce their speed to navigate around parked automobiles. This will add approximately fourteen to sixteen additional parking spaces to the street. Should parking violations along the no parking zones arise, it may be necessary to install curb extension of three to four feet to prevent the illegal parking.

http://tooleedesign.com/projects/gloverpark/downloads/Final%20Recommendations%20REPORT%2010_01_09.pdf

Reasonable, right? What does greater Glover Park think about walking back some of the present zoning and re-assessing at a later date? I'm suggesting employing some useful "chicanery" to allow oversized vehicles or under-confident drivers to seek refuge from oncoming traffic when there is a question of size mattering. Snowplows will be a another issue unless we change something or get some snow emergency restrictions as well. Thanks all.

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David,

It's great to hear the added parking has worked to calm traffic. I was thinking of the situation at Calvert recently because of a parking discussion about a different part of the neighborhood. I had noted that it seems that the addition of parking spaces on Calvert has not relieved the parking difficulty in the neighborhood.

The Fed Highway Admin guidelines allow for lanes to be 10-12 feet in residential and collector roads. According to the GP Transportation Study's notes, we seem to have 12-footers in place. So I wonder what is going on with all the car mirrors getting broken off? Unless the lanes actually measure less than the standard, here are my guesses to what is causing the problems: some of us are driving cars that are impractically wide, some of us are driving with too much sense of entitlement (I have other words for this, but not suitable for this space,) and/or some of us are texting while driving, or otherwise distracted. Or, is it possible the lanes are actually narrower than they should be?

The diagram you are looking for I believe is Appendix E, page 7, available at <http://tooleddesign.com/projects/gloverpark/reports.html>. Without spending too much more time scouring the site, that's the only one I saw that shows a Calvert parking plan.

Adriana Cordero
<http://73rdandwalnut.wordpress.com/>

--- In [REDACTED] "Fendig, David M." <david.fendig@...> wrote:

>
> I'd like to bring up the issue of the recent parking changes on Calvert Street now that we've lived them for a couple of months or so to see what the "consensus" out there is. I'm actually shocked this isn't more of an issue given the usual banter on this list serve. As there are pros and cons to the expansion of street parking I'd like to suggest a compromise - which if I'm reading the Glover Park Transportation Study<http://tooleddesign.com/projects/gloverpark/downloads/Final%20Recommendations%20REPORT%2010_01_09.pdf> correctly - was the intended modification in the first place. By way of background, my wife and I have lived in the neighborhood for over 15 years and on Calvert Street in for the last 8. Here are the bullet points of what my perspective on the subject is:
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> * I used to work nights and I fully realize the need to maximize street parking - especially since the popularity of our commercial strip has grown
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> * I've witnessed 2 car mirrors be destroyed and counted at least 7 more already broken off (possible some may have occurred elsewhere) since the changes were implemented

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> Allow parking on portions of the north side of Calvert Street between Tunlaw Road and Edmunds Street.

> Parking is currently permitted only on the south side of Calvert Street between Tunlaw Road and Edmunds

> Street. The block is approximately 600 feet in length and the width results in provision of approximate

> twelve foot travel lanes (interstate standard width) that allows motorists to accelerate comfortably. As this

> is the primary route for accessing the Stoddert School, there is concern the traffic volume may be too high to

> allow parking full time on both sides of the street. It is recommended that parking be allowed and restricted

> in 120 foot increments along the north side to create a chicane (meandering travelway) that will require

> motorists to reduce their speed to navigate around parked automobiles. This will add approximately

> fourteen to sixteen additional parking spaces to the street. Should parking violations along the no parking

> zones arise, it may be necessary to install curb extension of three to four feet to prevent the illegal parking.

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6c **Re: Parking On Calvert Street**

Mon Jul 9, 2012 12:05 pm (PDT) . Posted by: "adrianaofg" [adrianaofg](#)

Oops, sorry about the link, there was an extra dot.

This should work...

<http://tooleddesign.com/projects/gloverpark/reports.html>

--- In [REDACTED] "adrianaofg" <anaeae@...> wrote:

>

> David,

>

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7 **Free essential oils workshop at Elements Center!**

Mon Jul 9, 2012 9:31 am (PDT) . Posted by: "[elements.center](#)" [elements.center](#)

Make Over Your Medicine Cabinet
 Saturday, July 14 at 12:15pm
 FREE

You'll learn what an essential oil is, how it is extracted from a plant, and about the science and research that is being done on these amazing natural medicines. Sue Stewart will also show you how to use the oils for sleeping better, managing your stress, digestion troubles, kids' health issues, and improving your moods.

Please RSVP to [REDACTED] if you plan to attend. If you have a medical issue or topic you would like to make sure we cover please let us know.

www.elementscenter.com
Elements Center
2233 Wisconsin Ave., NW
Suite 217

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8a **Visitor parking passes**

Mon Jul 9, 2012 9:54 am (PDT) . Posted by: "[mhoward60](#)" [mhoward60](#)

I apologize if this question has already been asked and answered, but does anyone know if DC is planning to mail new visitor parking passes that can be used throughout the year? The most recent ones I received expire at the end of July. Thanks.

Marcia Howard

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8b **Re: Visitor parking passes**

Mon Jul 9, 2012 9:58 am (PDT) . Posted by: "[Lopez, Anthony \(Council\)](#)" [lanthonylopez](#)

They are in the process of being mailed out by DDOT. People should start receiving them shortly to replace the current passes that expire on July 31, 2012.

Anthony Lopez
Office of Councilmember Mary M. Cheh

From: [REDACTED] [mailto:[REDACTED]] On
Behalf Of mhoward60
Sent: Monday, July 09, 2012 12:55 PM
To: [REDACTED]
Subject: [gloverpark] Visitor parking passes

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8c **Re: Visitor parking passes**

Mon Jul 9, 2012 1:54 pm (PDT) . Posted by: "[Ms. Tyffany Kidd](#)" [tyffany_kidd](#)

Mr. Lopez,

I hate to ask this because it probably has been asked but when I have a visitor from out of town when do I go to the police station and get a visitors permit for the time they will be here to put on their car and when do I use the passes that will be mailed out?

Thanks in advance for your response.

Tyffany Kidd
Cathedral Avenue NW

On Jul 9, 2012, at 12:58 PM, Lopez, Anthony (Council) wrote:

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8d **Re: Visitor parking passes**

Mon Jul 9, 2012 2:22 pm (PDT) . Posted by: "[Lopez, Anthony \(Council\)](#)" [lanthonylopez](#)

The Visitor Parking Passes (aka VPP - current are red and expire on July 31, 2012) are to be used during restricted hours (roughly 8:30AM-7PM, but each neighborhood is slightly different, so please check your RPP signs for exact time restrictions). The pass was essentially created for guests who want to stay over the two hour restriction, and is highly used by healthcare providers and nannies, and many others. That said, the VPP is really only valid during the day (restricted hours), and is not for an overnight guests. If you have overnight guests, you should still obtain the pass from the 2nd District Police Station.

Anthony

From: Ms. Tyffany Kidd [mailto:[REDACTED]]
Sent: Monday, July 09, 2012 4:54 PM
To: Lopez, Anthony (Council)
Cc: 'mhoward60'; [REDACTED]
Subject: Re: [gloverpark] Visitor parking passes

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8e **Re: Visitor parking passes**

Mon Jul 9, 2012 2:43 pm (PDT) . Posted by: "[Tyffany Kidd](#)" [tyffany_kidd](#)

Anthony,

Thank you for your timely and helpful response.

Tyffany Kidd

Sent from my iPad

On Jul 9, 2012, at 5:22 PM, "Lopez, Anthony (Council)" <[REDACTED]> wrote:

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9a **DC City Council Planning a Vote on Uber Tomorrow, Of Interest to GP**

Mon Jul 9, 2012 2:04 pm (PDT) . Posted by: "[Cooper Reves](#)" [cnreves](#)

Hi guys--

I'm not sure if you use/are aware of this great service that's come to DC in the past year called Uber. It's a wonderful company started on the West Coast that is basically a black car service that you can use the same as a taxicab. It all functions from an app on your smartphone, and you sync your credit card information to your account, negating the need to pay in cash or tip(it's all taken care of via the app). I've used it many many times when I was either unable to find a cab during a busy time or unwilling to fight over the few that were around.

I just wanted to let everyone know about an issue that's coming up tomorrow at the DC City Council that concerns Uber. On July 4th, the company launched a lower-price version of their service to be able to more directly compete with taxis (NYTimes Article

Here<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html?_r=1>)

. Tomorrow the City Council is voting on a amendment to the taxi modernization bill that would make it *illegal for Uber to lower their rates
*(Text of the Amendment Here<<http://blog.uber.com/2012/07/09/uber-amendment/>>).
The company has had its fair share of issues with the city government in the past, and I feel like this is just more of the same obstructionist regulations.

Services like Uber have helped me out of my fair share of transportation woes in Glover Park, and I imagine other residents will identify. I just wanted to bring it to everyone's attention and to encourage you to *contact Mary Cheh* to urge her to vote no on this amendment. The City Council should not be in the business of providing preferential treatment to one entity over another. Innovation and the free market are good for all.

Cooper N. Reves

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9b **Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to**

Mon Jul 9, 2012 2:15 pm (PDT) . Posted by: "Ben Thielen" benthielen

I haven't used Uber's service but I highly recommend people join Car2Go. We joined about two months ago and it is a great service, especially if you take transit one way and want to drive for the return trip. Trips are usually about 1/3 to 1/2 the cost of a taxi.

Regards,
Ben

From: Cooper Reves <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 5:04 PM
Subject: [gloverpark] DC City Council Planning a Vote on Uber Tomorrow, Of Interest to GP Residents

Hi guys--

I'm not sure if you use/are aware of this great service that's come to DC in the past year called Uber. It's a wonderful company started on the West Coast that is basically a black car service that you can use the same as a taxicab. It all functions from an app on your smartphone, and you sync your credit card information to your account, negating the need to pay in cash or tip(it's all taken care of via the app). I've used it many many times when I was either unable to find a cab during a busy time or unwilling to fight over the few that were around.

I just wanted to let everyone know about an issue that's coming up tomorrow at the DC City Council that concerns Uber. On July 4th, the company launched a lower-price version of their service to be able to more directly compete with taxis (NYTimes Article Here) . Tomorrow the City Council is voting on a amendment to the taxi modernization bill that would make it illegal for Uber to lower their rates(Text of the Amendment Here). The company has had its fair share of issues with the city government in the past, and I feel like this is just more of the same obstructionist regulations.

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9c **Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to**

Mon Jul 9, 2012 2:21 pm (PDT) . Posted by: "Joubran, David" david.joubran

Yes, please come out and support Uber. It is an incredible service and a very reliable alternative to the miserable taxi service we have in this city.

Car2Go and Uber are totally different – Car2Go is more like ZipCars and Uber is more like a limo/taxi service but much better and more affordable.

David V. Joubran
2454 39th St., NW

From: Ben Thielen <[\[REDACTED\]](mailto:[REDACTED])>
Reply-To: Ben Thielen <[\[REDACTED\]](mailto:[REDACTED])>
To: Glover Park Listserve <gloverpark@yahoo.com>
Subject: Re: [gloverpark] DC City Council Planning a Vote on Uber Tomorrow, Of Interest to GP Residents

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I just wanted to let everyone know about an issue that's coming up tomorrow at the DC City Council that concerns Uber. On July 4th, the company launched a lower-price version of their service to be able to more directly compete with taxis (NYTimes Article Here-<<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service->

[smartphone-app-plans-cheaper-service.html?_r=1>](#)) . Tomorrow the City Council is voting on a amendment to the taxi modernization bill that would make it illegal for Uber to lower their rates(Text of the Amendment Here<<http://blog.uber.com/2012/07/09/uber-amendment/>>). The company has had its fair share of issues with the city government in the past, and I feel like this is just more of the same obstructionist regulations.

Services like Uber have helped me out of my fair share of transportation woes in Glover Park, and I imagine other residents will identify. I just wanted to bring it to everyone's attention and to encourage you to contact Mary Cheh to urge her to vote no on this amendment. The City Council should not be in the business of providing preferential treatment to one entity over another. Innovation and the free market are good for all.

Cooper N. Reves

mailto: [REDACTED]

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9d **Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to**

Mon Jul 9, 2012 3:19 pm (PDT) . Posted by: "Emily Wander" [emilywander](#)

Cooper - I completely agree. It makes no sense whatsoever to protect DC taxicabs, and Uber does seem like a wonderful service. Let the DC residents vote with their wallets!

Here are the City Council members' contact info. Call/write as many of them as possible!

- *Phil Mendelson* (Chairman), (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8064>>

- *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8062>>

- *Mary Cheh* <<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=9a49dea8a2>>

- *Michael Brown*, at-large, (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8105>>

[REDACTED] <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=9a49dea8a2>>

- *Jim Graham*, Ward 1, (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8181>>

[REDACTED] <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=9a49dea8a2>>

- *Jack Evans*, Ward 2, (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8058>>

[REDACTED] <http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=9a49dea8a2>>

- *Muriel Bowser*, Ward 4, (202)

[REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8058>>

[force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8052>](#)

• [REDACTED]
@murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=9a49dea8a2>>

- *Kenyan McDuffie*, Ward 5, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8028>>

• [REDACTED] enyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=9a49dea8a2>>

- *Tommy Wells*, Ward 6, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8072>>

• [REDACTED]
@tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=9a49dea8a2>>

- *Yvette Alexander*, Ward 7, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8068>>

• [REDACTED]
@cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=9a49dea8a2>>

- *Marion Barry*, Ward 8, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8045>>

• [REDACTED]
@marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=9a49dea8a2>>

- *David Catania*, at-large, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-7772>>

• [REDACTED]
@cataniapress<<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=9a49dea8a2>>

- *Vincent Orange*, at-large, (202)

• [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8174>>

• [REDACTED]
@vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=9a49dea8a2>>

On Mon, Jul 9, 2012 at 5:04 PM, Cooper Reves <[REDACTED]> wrote:

> **

>

>

> Hi guys--

>

> I'm not sure if you use/are aware of this great service that's come to DC
> in the past year called Uber. It's a wonderful company started on the West
> Coast that is basically a black car service that you can use the same as a
> taxicab. It all functions from an app on your smartphone, and you sync your
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> . Tomorrow the City Council is voting on a amendment to the taxi
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> [REDACTED] <[REDACTED]>
>
>
>
>

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9e **Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to**

Mon Jul 9, 2012 7:21 pm (PDT) . Posted by: "Michelle" ma_belle33

Hi all, totally agree that we need multiple models and options in DC.
An interesting thing to note is that Council member Cheh is sponsoring the amendment that Cooper references-while she had been an advocate for Uber, this latest turn could be perceived as compromise or capitulation with/to the DC cab commission. DCist has a piece worth reading on the issue:
http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

Michelle

On Jul 9, 2012, at 6:19 PM, Emily Wander <[REDACTED]> wrote:

> Cooper - I completely agree. It makes no sense whatsoever to protect DC taxicabs, and Uber does seem like a wonderful service. Let the DC residents vote with their wallets!
>
> Here are the City Council members' contact info. Call/write as many of them as possible!
>
> Phil Mendelson (Chairman), (202) [REDACTED]
> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh
> Michael Brown, at-large, (202) [REDACTED]
@cmmichaelabrown
> Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
> Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2
> Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser
> Kenyan McDuffie, Ward 5, (202) [REDACTED] kmcduffie@dccouncil.us, @kenyanmcduffie
> Tommy Wells, Ward 6, (202) [REDACTED] @tommywells
> Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma
> Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr
> David Catania, at-large, (202) [REDACTED] @cataniapress
> Vincent Orange, at-large, (202) [REDACTED]
@vincentorangedc
>

>
>
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>
> Cooper N. Reves
> [REDACTED]
>
>
>
>

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10 **Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr**

Mon Jul 9, 2012 2:08 pm (PDT) . Posted by: "[Lauren Camera](#)" [laurensmithcamera](#)

Hi Neighbors - Just wanted to forward this along. If you don't know about Uber, it's a great new alternative to taxis that I have found really convenient. They are trying to roll out a new line of service, but have hit a few road blocks with the taxi industry. If you've used them before and enjoyed their service, please help them by emailing or calling Mary Cheh's office to support them.

Lauren

----- Forwarded message -----

From: Travis, Uber CEO <[REDACTED]>
Date: Mon, Jul 9, 2012 at 4:50 PM
Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
To: Lauren Camera <[REDACTED]>

**

Un-Independence

On Independence Day, Uber announced a roll out of a lower cost service<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=684414cc23>>that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would *make it illegal for Uber to lower its prices* or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and *no less than 5 times a taxi's minimum fare*. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=684414cc23>>that has significant experience<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=684414cc23>>in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

*Strike down the MINIMUM FARE language from the Uber Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00ffbf7f2a&e=684414cc23>>

.*

Here are the City Council members' contact info. Call/write as many of them as possible!

- *Phil Mendelson* (Chairman), (202) [REDACTED]
- *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED]
@marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=684414cc23>>
- *Michael Brown*, at-large, (202) [REDACTED]
@cmmichaelabrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=684414cc23>>
- *Jim Graham*, Ward 1, (202) [REDACTED]
@jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=684414cc23>>
- *Jack Evans*, Ward 2, (202) [REDACTED]
@jackevansward2<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=684414cc23>>

- *Muriel Bowser*, Ward 4, (202) [REDACTED]
@murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=684414cc23>>
- *Kenyan McDuffie*, Ward 5, (202) [REDACTED]
@kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=684414cc23>>
- *Tommy Wells*, Ward 6, (202) [REDACTED]
@tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=684414cc23>>
- *Yvette Alexander*, Ward 7, (202) [REDACTED]
@cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=684414cc23>>
- *Marion Barry*, Ward 8, (202) [REDACTED]
@marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4def&e=684414cc23>>

- *David Catania*, at-large, (202) [REDACTED]
@cataniapress<<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=684414cc23>>
- *Vincent Orange*, at-large, (202) [REDACTED]
@vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=684414cc23>>

Keep the #UberDCLove alive. See full blog post
here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=684414cc23>>
.

Sincerely,
Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, click
here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=684414cc23>>
.

Uber Technologies, Inc.
182 Howard Street, #8
San Francisco, CA 94105
Unsubscribe<<http://uber.us1.list-manage.com/unsubscribe?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=684414cc23&c=acc77ad2b2>>
Subscription Preferences<<http://uber.us1.list-manage2.com/profile?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=684414cc23>>
View this email in your
browser<<http://us1.campaign-archive2.com/?u=8d2fd6968b2b5c64d0d22dba2&id=acc77ad2b2&e=684414cc23>>
@Uber_DC<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8e61f1c37e&e=684414cc23>>

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11 Fw: Public Roundtable on Power Outages

Mon Jul 9, 2012 2:32 pm (PDT) . Posted by: "Ben Thielen" benthielen

----- Forwarded Message -----

From: Office of the People's Counsel <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 5:25 PM
Subject: Public Roundtable on Power Outages

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Office of the People's Counsel for the District of Columbia
1133 15th Street, NW, Suite 500
Washington, DC 20005

Phone: [REDACTED] | Fax: [REDACTED] | TTY/TDD: [REDACTED]
Sandra Mattavous-Frye, People's Counsel

Power Outage:

Public Roundtable Friday July 13, 2012

Council of the District of Columbia
Committee on Public Services and Consumer Affairs
Notice of Public Oversight Roundtable 1350 Pennsylvania Ave., N.W., Suite 6
Washington, D.C. 20004

COUNCILMEMBER YVETTE M. ALEXANDER, CHAIRPERSON
COMMITTEE ON PUBLIC SERVICES AND CONSUMER AFFAIRS ANNOUNCES A
PUBLIC OVERSIGHT ROUNDTABLE

on

PEPCO's Reliability and Restoration Efforts Following the June 29, 2012 Storm

on

Friday, July 13, 2012
1:00 p.m., Hearing Room 500, John A. Wilson Building
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Councilmember Yvette M. Alexander, Chairperson of the Committee on Public Services and Consumer Affairs, announces a public oversight roundtable on PEPCO's reliability and restoration efforts following the June 29, 2012 storm. The public roundtable will be held at 1:00 p.m. on Friday, July 13, 2012 in Hearing Room 500 of the John A. Wilson Building.

The purpose of this oversight roundtable is to discuss PEPCO's reliability and restoration efforts following the derecho that took place on June 29, 2012. In the aftermath of the storm, more than 443,000 PEPCO customers lost power, 66,000 of which were in the District. The Committee's roundtable will serve as an opportunity for the Council to ask questions and to offer the public an opportunity to submit testimony.

Those who wish to testify should contact Ms. Rayna Smith, Legislative Counsel, at [REDACTED] or via e-mail at [REDACTED] and provide their name, address, telephone number, organizational affiliation and title (if any) by close of business Thursday, July 12, 2012. Persons wishing to testify are encouraged, but not required, to submit 15 copies of written testimony. If submitted by the close of business on Thursday, July 12th, the testimony will be distributed to Councilmembers before the hearing. Witnesses should limit their testimony to four minutes; less time will be allowed if there are a large number of witnesses.

If you are unable to testify at the hearing, written statements are encouraged and will be made a part of the official record. Copies of written statements should be submitted either to Ms. Rayna Smith, or to Ms. Nyasha Smith, Secretary to the Council, Room 5 of the Wilson Building, 1350 Pennsylvania Avenue, N.W. Washington, D.C. 20004. The record will close at 5:30 p.m. on Friday, July 27, 2012.

Keep the Following Numbers Handy:

- * For immediate medical emergencies call 911
- * D.C. Homeland Security and Emergency Management Agency Hotline - Consumers should first call 311 or to report ongoing or major heat related problems call [REDACTED] HSEMA may provide transportation to a cooling center or on site cooling buses for residents
- * Pepco Safety Emergency - (202) [REDACTED] -- to report wires down
- * Pepco Claims Office - (202) [REDACTED] -- to request a form for electric service related damages
- * OPC - (202) [REDACTED] -- to obtain information or assistance

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Office of the People's Counsel| 1133 15th Street, NW, | Suite 500| Washington| DC| 20005

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12a **Re: Storm Debris Clean-up**

Mon Jul 9, 2012 6:55 pm (PDT) . Posted by: [REDACTED] [ariadnedc](#)

What about alley debris? Will the City pick up debris in the alleys?

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12b **Re: Storm Debris Clean-up**

Mon Jul 9, 2012 7:36 pm (PDT) . Posted by: "[Mitch Wander](#)" [mwander](#)

Ariadne, (cc Fellow GPers)

Yesterday and today, I checked the handful locations for which I had submitted service requests to 311. All of that debris has all been picked up. I think the time from submitting the requests until the pickup was three to five days tops.

If you have 311 requests that you've submitted through [www.311.dc.gov](#) or by phone to 311 that have not yet been picked up, you can contact [REDACTED] who is the Public Information Officer at DDOT. Or, if you have follow-up questions about 311 tree inspection requests that you've submitted, [REDACTED] in DDOT's Urban Forestry Administration is very responsive.

I hope this helps.

Mitch

On Mon, Jul 9, 2012 at 9:55 PM, <[REDACTED]> wrote:

> **
>
>
> **
> What about alley debris? Will the City pick up debris in the alleys?
>
>

>

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13 **Free Graco Snugride + base**

Mon Jul 9, 2012 7:12 pm (PDT) . Posted by: "[Kathleen C. Juza](#)" [kathleencurley1](#)

Hi

We have a Graco Snugride car seat and base for FREE. Great condition, never been in an accident.

Purchased in 2009, gender neutral.

Please let me know if you're interested in porch pick-up.

Thanks,

Kathleen

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14 **Kashi granola bars**

Mon Jul 9, 2012 7:16 pm (PDT) . Posted by: "[Kathleen C. Juza](#)" [kathleencurley1](#)

This is kind of random, but we have three unopened boxes of Kashi TLC Trail Mix Chewy Granola Bars to give away.

Please let me know if you're interested in porch pickup.

Kathleen

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From: [REDACTED]
To: [REDACTED]
Subject: [gloverpark] Digest Number 2007
Date: Tuesday, July 10, 2012 6:22:13 AM



Glover Park Group

3 New Messages

Digest #2007

1a [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#) by "Cooper Reves" cnreves

2a [Re: Parking On Calvert Street](#) by "sean_p_lynch" sean_p_lynch

3.1 [Free Volleyball at Stoddert --WEDNESDAY Night, 6:30-9PM](#) by "Norman Sanin" nsanin

1a [Re: DC City Council Planning a Vote on Uber Tomorrow, Of Interest to](#)

Mon Jul 9, 2012 7:44 pm (PDT) . Posted by: "Cooper Reves" cnreves

That's exactly why I find this particularly relevant to Glover Park, Michelle. I'm not once for conspiracy theories of sort, but it really makes you wonder why the DC City Council is going out of its way to pre-empt Uber from launching this brand new service to bring lower cost transportation to Washington, DC. With Councilmember Cheh being an Uber-advocate before, I wonder what prompted the change of heart?

Once again, I want to re-iterate that Uber is not looking for preferential treatment of any sort from the City Council. I propose we let the free market decide what service is good for us. Vote with your wallets, not through needless government regulation.

By the way, here is a link to a change.org petition you may sign to show your support to Uber.

Click Here to Sign and Show Your

Support<<http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>>

Thanks all!

Cooper N. Reves

[REDACTED] <[REDACTED]>

On Mon, Jul 9, 2012 at 10:21 PM, Michelle <[REDACTED]> wrote:

> Hi all, totally agree that we need multiple models and options in DC.
> An interesting thing to note is that Council member Cheh is sponsoring the
> amendment that Cooper references-while she had been an advocate for Uber,
> this latest turn could be perceived as compromise or capitulation with/to
> the DC cab commission. DCist has a piece worth reading on the issue:
> http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php
>
> Michelle
>
> On Jul 9, 2012, at 6:19 PM, Emily Wander <[REDACTED]> wrote:

Visit Your Group >

View All Topics >

Create New Topic >

9 New Members >

We are making
changes based on
your feedback,
Thank you !

Submit Feedback >

>
>
>
> Cooper - I completely agree. It makes no sense whatsoever to protect DC
> taxicabs, and Uber does seem like a wonderful service. Let the DC
> residents vote with their wallets!
>
> Here are the City Council members' contact info. Call/write as many of
> them as possible!
>
> - *Phil Mendelson* (Chairman), (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8064>>
> , <[REDACTED]>
> - *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment,
> Public Works and Transportation), (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8062>>
> , <[REDACTED]@marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=9a49dea8a2>>
> - *Michael Brown*, at-large, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8105>>
> , <[REDACTED]@cmmichaelabrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=9a49dea8a2>>
> - *Jim Graham*, Ward 1, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8181>>
> , <[REDACTED]@jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=9a49dea8a2>>
> - *Jack Evans*, Ward 2, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8058>>
> , <[REDACTED]@jackevansward2<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=9a49dea8a2>>
> - *Muriel Bowser*, Ward 4, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8052>>
> , <[REDACTED]@murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=9a49dea8a2>>
> - *Kenyan McDuffie*, Ward 5, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8028>>
> , <[REDACTED]kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=9a49dea8a2>>
> - *Tommy Wells*, Ward 6, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8072>>
> , <[REDACTED]@tommywells<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=9a49dea8a2>>
> - *Yvette Alexander*, Ward 7, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8068>>
> , <[REDACTED]@cmyma<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=9a49dea8a2>>

e=9a49dea8a2>
> - *Marion Barry*, Ward 8, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8045>>
> , <[REDACTED]@marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=9a49dea8a2>>
> - *David Catania*, at-large, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-7772>>
> , <[REDACTED]@cataniapress<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=9a49dea8a2>>
> - *Vincent Orange*, at-large, (202) [REDACTED] <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/%28202%29%20724-8174>>
> , <[REDACTED]@vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=9a49dea8a2>>
>
>
>
>
>
>
> On Mon, Jul 9, 2012 at 5:04 PM, Cooper Reves <[REDACTED]>
> [REDACTED] wrote:
>
>> **
>>
>>
>> Hi guys--
>>
>> I'm not sure if you use/are aware of this great service that's come to DC
>> in the past year called Uber. It's a wonderful company started on the West
>> Coast that is basically a black car service that you can use the same as a
>> taxicab. It all functions from an app on your smartphone, and you sync your
>> credit card information to your account, negating the need to pay in cash
>> or tip(it's all taken care of via the app). I've used it many many times
>> when I was either unable to find a cab during a busy time or unwilling to
>> fight over the few that were around.
>>
>> I just wanted to let everyone know about an issue that's coming up
>> tomorrow at the DC City Council that concerns Uber. On July 4th, the
>> company launched a lower-price version of their service to be able to more
>> directly compete with taxis (NYTimes Article Here<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html?_r=1>)
>> . Tomorrow the City Council is voting on a amendment to the taxi
>> modernization bill that would make it *illegal for Uber to lower their
>> rates*(Text of the Amendment Here<<http://blog.uber.com/2012/07/09/uber-amendment/>>).
>> The company has had its fair share of issues with the city government in
>> the past, and I feel like this is just more of the same obstructionist
>> regulations.
>>
>> Services like Uber have helped me out of my fair share of transportation
>> woes in Glover Park, and I imagine other residents will identify. I just
>> wanted to bring it to everyone's attention and to encourage you to *contact
>> Mary Cheh* to urge her to vote no on this amendment. The City Council
>> should not be in the business of providing preferential treatment to one
>> entity over another. Innovation and the free market are good for all.
>>

>> Cooper N. Reves

>> [REDACTED] <[REDACTED]>

>>

>>

>

>

>

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2a **Re: Parking On Calvert Street**

Mon Jul 9, 2012 7:54 pm (PDT) . Posted by: "[sean_p_lynch](#)" [sean_p_lynch](#)

I have to say that I completely disagree on the effect of the additional space, Adriana. I have found that there are more open spots in the late evening on the western end of the neighborhood near 41st Street and 40th Place. There has to be some way to maximize the number of spots while trying to minimize the dings, dents and clipped mirrors. Calvert is tough to maneuver in that block especially with some of the larger vehicles some people like to drive.

--- In [REDACTED] "adrianaofg" <[anaease@...](#)> wrote:

>

>

>

>

> Oops, sorry about the link, there was an extra dot.

> This should work...

> <http://tooleddesign.com/projects/gloverpark/reports.html>

>

> --- In [REDACTED] "adrianaofg" <[anaease@](#)> wrote:

>>

>> David,

>>

>> It's great to hear the added parking has worked to calm traffic. I was

>> thinking of the situation at Calvert recently because of a parking

>> discussion about a different part of the neighborhood. I had noted that

>> it seems that the addition of parking spaces on Calvert has not relieved

>> the parking difficulty in the neighborhood.

>>

>> The Fed Highway Admin guidelines allow for lanes to be 10-12 feet in

>> residential and collector roads. According to the GP Transportation

>> Study's notes, we seem to have 12-footers in place. So I wonder what is

>> going on with all the car mirrors getting broken off? Unless the lanes

>> actually measure less than the standard, here are my guesses to what is

>> causing the problems: some of us are driving cars that are impractically

>> wide, some of us are driving with too much sense of entitlement (I have

>> other words for this, but not suitable for this space,) and/or some of

>> us are texting while driving, or otherwise distracted. Or, is it

>> possible the lanes are actually narrower than they should be?

>>

>> The diagram you are looking for I believe is Appendix E, page 7,

>> available at <http://tooleddesign.com/projects/gloverpark/reports.html>.

>> Without spending too much more time scouring the site, that's the only

>> one I saw that shows a Calvert parking plan.

>>

>> Adriana Cordero

>> <http://73rdandwalnut.wordpress.com/>

>>

>> --- In [REDACTED] "Fendig, David M." <[david.fendig@](#)>

>> wrote:

>>>

>>> I'd like to bring up the issue of the recent parking changes on

> > Calvert Street now that we've lived there for a couple of months or so to
> > see what the "consensus" out there is. I'm actually shocked this isn't
> > more of an issue given the usual banter on this list serve. As there
> > are pros and cons to the expansion of street parking I'd like to suggest
> > a compromise - which if I'm reading the Glover Park Transportation
> > Study-<[http://tooleedesign.com/projects/gloverpark/downloads/Final%20Recom](http://tooleedesign.com/projects/gloverpark/downloads/Final%20Recommendations%20REPORT%2010_01_09.pdf)
> > mendations%20REPORT%2010_01_09.pdf> correctly - was the intended
> > modification in the first place. By way of background, my wife and I
> > have lived in the neighborhood for over 15 years and on Calvert Street
> > in for the last 8. Here are the bullet points of what my perspective on
> > the subject is:

> > >

> > > * I used to work nights and I fully realize the need to
> > maximize street parking - especially since the popularity of our
> > commercial strip has grown

> > >

> > > * I definitely like the calming effect the added parking has
> > on our street - speeds are thankfully WAY down on Calvert between Tunlaw
> > and 39th

> > >

> > > * My parked car was damaged by a moving truck last week to the
> > sum of over \$2500 (mirror, door, fender, rim, tire) as the driver tried
> > to make room for an aggressively-driven van coming the other way (I saw
> > that good citizen flee the scene as quickly as he could)

> > >

> > > * I've witnessed 2 car mirrors be destroyed and counted at
> > least 7 more already broken off (possible some may have occurred
> > elsewhere) since the changes were implemented

> > >

> > > * I hear (and see) the buses struggle to get on and off their
> > routes each morning and evening because of the narrow through-way

> > >

> > > I was surprised to see the wholesale change of the parking zoning on
> > Calvert as was every resident of Calvert I spoke to (5-6 households). I
> > do recall seeing a diagram of the suggested changes somewhere, but I
> > can't seem to find it to link to right now. If Andy Smythe has it at
> > his fingertips that would be great. (BTW and as an aside Andy, I'm a
> > fan of your service, commitment and thoroughness, though I don't always
> > agree with your take. But you have my respect and I welcome your (and
> > any) opinion in all these discussions. It's unfortunate and annoying
> > that disagreement in web-based discussions seems to invite
> > mean-spiritedness. I seriously doubt people would behave the same way
> > in-person, and it's the easiest thing to respond in a civil and
> > constructive tone or to just scroll past opinions you don't agree with.)

> > >

> > > In any case, I did succeed in finding the relevant language (below) in
> > the Final Glover Park Transportation Study which seems to me sensible,
> > and it's curious that it wasn't followed in the actual implementation.
> > The long and the short of it is that the length of the block and the
> > volume of traffic would dictate some painted/signed or if necessary,
> > physical breaks in the parking zones to allow folks to pull over to
> > accommodate oncoming traffic.

> > >

> > > Allow parking on portions of the north side of Calvert Street between
> > Tunlaw Road and Edmunds Street.

> > > Parking is currently permitted only on the south side of Calvert
> > Street between Tunlaw Road and Edmunds
> > Street. The block is approximately 600 feet in length and the width
> > results in provision of approximate
> > twelve foot travel lanes (interstate standard width) that allows
> > motorists to accelerate comfortably. As this

> > is the primary route for accessing the Stoddert School, there is
 > > concern the traffic volume may be too high to
 > > allow parking full time on both sides of the street. It is recommended
 > > that parking be allowed and restricted
 > > in 120 foot increments along the north side to create a chicane
 > > (meandering travelway) that will require
 > > motorists to reduce their speed to navigate around parked automobiles.
 > > This will add approximately
 > > fourteen to sixteen additional parking spaces to the street. Should
 > > parking violations along the no parking
 > > zones arise, it may be necessary to install curb extension of three to
 > > four feet to prevent the illegal parking.
 > >
 > >
 > > http://tooleedesign.com/projects/gloverpark/downloads/Final%20Recommendations%20REPORT%2010_01_09.pdf
 > >
 > > Reasonable, right? What does greater Glover Park think about walking
 > > back some of the present zoning and re-assessing at a later date? I'm
 > > suggesting employing some useful "chicanery" to allow oversized vehicles
 > > or under-confident drivers to seek refuge from oncoming traffic when
 > > there is a question of size mattering. Snowplows will be a another
 > > issue unless we change something or get some snow emergency restrictions
 > > as well. Thanks all.
 > >
 > > _____
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3.1 **Free Volleyball at Stoddert --WEDNESDAY Night, 6:30-9PM**

Tue Jul 10, 2012 2:35 am (PDT) . Posted by: "Norman Sanin" nsanin

Don't be afraid if you are rusty, just come join in. The facility and the equipment is excellent. Please let me know if you can make it.

Location: Stoddert Recreation Center (aka Glover Park Recreation Center), 4001 Calvert Street, NW.

Street parking is usually available, and there is free parking around the back of the building on Davis Place, one block north of Calvert. Directions from Tenley: Down Wisconsin toward Georgetown, right at Calvert (it is a stoplight a few blocks after Massachusetts Ave),

Right 38th street (you should see the ball field in front of you toward the right), Left at Davis Place. Half-way down the block you will see the building on the left. Park in their lot. Go up the exterior stairs by the driveway entrance, you will be walking right by the glass wall of the gyms--its pretty cool. If someone is in there, they can open the door for you, or continue around the building until you get to the main entrance. Once you enter the building, the gym is slightly to the right ahead.

Best,

Norman Sanin

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED] [4D Neighbors](#)
Subject: [GreaterGrantCircle] Background on the Uber issue
Date: Tuesday, July 10, 2012 11:06:17 AM

From dcist, yesterday:

http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

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From: [REDACTED]
To: [REDACTED]
Subject: [GreaterGrantCircle] Digest Number 1805[1 Attachment]
Date: Tuesday, July 10, 2012 8:31:03 AM



in Petworth, Washington, DC Group

12 New Messages

Digest #1805

- 1 [Forwarding: 10 Volunteers Needed](#) by "Joseph Martin" josephmartindc
- 2a [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "Tauqdah" tauqdah
- 2b [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "Chris Turner"
- 3 [Fwd: \[shepherdpark\] Fake Pepco letter](#) by "Chris Turner"
- 4a [Re: \[Petworth\] Safeway Status](#) by "Joseph Martin" josephmartindc
- 4b [Re: \[Petworth\] Safeway Status](#) by "Bowser, Muriel (COUNCIL)"
- 4c [Re: \[Petworth\] Safeway Status](#) by "Joseph Martin" josephmartindc
- 5 [Fw: Petworth Safeway](#) by "Joseph Martin" josephmartindc
- 6 [July 4th Murder & Shootings @ First & Gallatin Gang-Related](#) by "Joseph Martin" josephmartindc
- 7 [Fwd: \[Petworth\] CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Joseph Martin" josephmartindc
- 8 [Change.org petition on Über cab issue](#) by "Joseph Martin" josephmartindc
- 9 [Car-sharing news](#) by "Joseph Martin" josephmartindc

1 [Forwarding: 10 Volunteers Needed](#)

Mon Jul 9, 2012 6:38 am (PDT) . Posted by: "Joseph Martin" josephmartindc

From: [REDACTED]
To: [REDACTED]
Sent: Sunday, July 8, 2012 10:25 PM
Subject: 10 Volunteers Needed

Dear Friends of the Soldiers Home,

We are looking for about 10 volunteers to help with bingo night at the Armed Forces Retirement Home's assisted-living facility. We need people from 6:15 to 8 p.m. on Thursday, July 12. E-mail me if you are interested.

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We are making changes based on your feedback, Thank you !

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Thanks!

John
Friends of the Soldiers Home
www.facebook.com/FriendsOfSoldiers
@FriendsSoldiers on twitter

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2a **Re: [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors**

Mon Jul 9, 2012 9:17 am (PDT) . Posted by: "Tauqdah" tauqdah

This is an interesting perspective, as I reflect on the outages due to the past 2 storms. My anecdotal observation would show the complete absence of any PEPCO bucket trucks being seen by me ANYWHERE in W4, from Petworth over to Chevy Chase, and everything above and between those communities.

I saw PEPCO "vans," twice, leading around bucket-truck convoys from states far and near, but none of them carrying the familiar blue and white PEPCO logo on their trucks.

To me, just an interesting observation.

Taalib-Din Uqdah
1-4 UBA

-----Original Message-----

From: Chris Turner <[REDACTED]>
To: shepherdpark <[REDACTED]> Takoma DC
<[REDACTED]> greatergrantcircle <greatergrantcircle@yahooogroups.com>; LoganCircleNews <[REDACTED]>
Sent: Mon, Jul 9, 2012 10:52 am
Subject: [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors

On Sun, Jul 8, 2012 at 6:06 PM, Ruth Caplan <[REDACTED]> wrote:

Here is another perspective on the power restoration fiasco excerpted from In These Times, July 7, 2012:

"We have half the linemen we had 15 years ago," says IBEW Local 1900 Business Agent Jim Griffin, whose union represents 1,150 Pepco workers. "We have been complaining for a very long time. They have relied for a long time on contractors. They are transients, they don't know our system, and we typically have to go behind them to fix their mistakes. It's very frustrating. We take ownership in our work, we make careers out of this." (<http://bit.ly/M8rJEt>)

Griffin says that starting 15 years ago, Pepco stopped hiring workers to replace retiring electrical workers and offered incentive-laden buyout deals to get electricians to retire. In order to address understaffing problems, Pepco has at times hired non-union temporary contractors, instead of hiring new workers. Griffin estimates that Pepco currently employs 1,150 union workers and approximately 400 non-union contractors.

The understaffing has led to problems that the IBEW warned about years ago.

--Ruth Caplan

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2b **Re: [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors**

Mon Jul 9, 2012 12:30 pm (PDT) . Posted by: "Chris Turner"

Ms. Beverly L. Perry
Senior Vice President, External Affairs, Pepco Holdings, Inc.

Hi Ms. Perry,

Thank you for your e-mail. The e-mail you responded to was forwarded from the Cleveland Park list and appears to be a news report. I appreciate your response.

Since you have once again opened up a dialogue with me (a previous letter I wrote you on the Shepherd Park list, in response to a letter you wrote on that same list, was never answered) can you confirm that the Head of PEPCO Holdings made over six million dollars last year (including stock options)?

Can you please list the salaries and stock options of all PEPCO executives. I assume this is publicly available information and is included in PEPCO's SEC filings?

Can you please explain why in Maryland PEPCO customers have a right to opt-out of having a "smart" meter but in DC PEPCO customers cannot opt-out, even if they have a letter from a doctor saying they are RF EMF sensitive?

Can you please explain why PEPCO has not updated their website to reflect the results of the meter test at my house where four PEPCO employees agreed that my wireless "smart" meter was not broadcasting constantly up to six times per day but rather 32,000 to 54,000 times per day?

Can you explain what was happening in the legal department at PEPCO that caused one of the senior lawyers there to sue PEPCO:

<http://www.washingtoncitypaper.com/blogs/looselips/2011/09/30/erstwhile-d-c-committeewoman-battles-political-rivals%E2%80%94and-pepco/>.

Has this lawsuit been settled or is it ongoing?

Are you aware of the following problems with "smart" meters in California and has PEPCO been having any similar problems here since the storms:
<http://stopsmartmeters.org/2011/08/27/smart-meters-to-blame-in-east-palo-alto-power-surge/>

Thank you.

Sincerely,

Chris Turner, Esq.
Neighbors, Inc., vice-president

On Mon, Jul 9, 2012 at 2:15 PM, <[REDACTED]> wrote:

>
> Chris,
> Perhaps you are not aware that Pepco is in the midst of Union negotiations
> with Mr. Griffin. I urge you to check the facts.
>
>
>
> Sent with Good (www.good.com)
>

>
>
> ----- Original Message -----
>
> From : [REDACTED]
> To : shepherdpark <[REDACTED]> Takoma DC
> <[REDACTED]>
> LoganCircleNews <[REDACTED]>
> Cc :
> Sent on : 07/08/2012 11:30:35 PM
> Subject : [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors
>
>
>
>
>
> On Sun, Jul 8, 2012 at 6:06 PM, Ruth Caplan <[REDACTED]> wrote:
>
>
> Here is another perspective on the power restoration fiasco excerpted
> from In These Times, July 7, 2012:
>
> "We have half the linemen we had 15 years ago," says IBEW Local 1900
> Business Agent Jim Griffin, whose union represents 1,150 Pepco workers.
> "We have been complaining for a very long time. They have relied for a
> long time on contractors. They are transients, they don't know our
> system, and we typically have to go behind them to fix their mistakes.
> It's very frustrating. We take ownership in our work, we make careers
> out of this." (<http://bit.ly/M8rJEt>)
>
> Griffin says that starting 15 years ago, Pepco stopped hiring workers to
> replace retiring electrical workers and offered incentive-laden buyout
> deals to get electricians to retire. In order to address understaffing
> problems, Pepco has at times hired non-union temporary contractors,
> instead of hiring new workers. Griffin estimates that Pepco currently
> employs 1,150 union workers and approximately 400 non-union contractors.
>
> The understaffing has led to problems that the IBEW warned about years ago.
>
> --Ruth Caplan
>
>
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3 [Fwd: \[shepherdpark\] Fake Pepco letter](#)

Mon Jul 9, 2012 12:36 pm (PDT) . Posted by: "Chris Turner"

----- Forwarded message -----

From: [REDACTED]
Date: Mon, Jul 9, 2012 at 8:39 AM
Subject: Re: [shepherdpark] Fake Pepco letter
To: [REDACTED]

Interesting links.

-----Original Message-----

From: Chris Turner <[REDACTED]>
To: Barbara & Howard White <[REDACTED]>
Cc: Shepherd List <[REDACTED]> Takoma DC <[REDACTED]>
Sent: Sun, Jul 8, 2012 1:14 pm
Subject: Re: [shepherdpark] Fake Pepco letter

A couple of thoughts:

In my research into the problems with "Smart" Meters (see:
<http://prd34.blogspot.com/2012/03/sick-with-palpitations-chest-pain.html>,
<http://marylandsmartmeterawareness.org/articles/incidents-of-fires/>) I
contacted the D.C. Public Service Commission about statements on PEPCO's
website that stated their "smart" meters were broadcasting "six" times per
day and not the 32,000 to 54,000 that I measured (see a video I took of my
meter being measured on 2/16/12: <http://vimeo.com/36960439>).

PEPCO at the direction of the Public Service Commission came to my house
and measured my meter and all four PEPCO employees present agreed that my
meter was broadcasting thousands of times per day. Instead of putting this
information on their website. They left the statement that the meters were
broadcasting up to six times per day and sleeping 99 percent of the time on
their website for several weeks and also went to a Public Meeting In Chevy
Chase DC and repeated the "up to six times per day" statement.

PEPCO took down the information several weeks after coming to my house and
has not yet updated it even though in a response to an interrogatory from
the Office of People's Counsel PEPCO acknowledge their meters are
broadcasting thousands of times per day. This is not news in the "smart"
meter world as a California Public Utilities Commission Administrative Law
Judge had already gotten information from a utility (prior to PEPCO
measuring my meter) that their meters were broadcasting 23,000 times per
day. Apparently some of the 'collector' meters are broadcasting 190,000 per
day.

If anybody is interested in getting some sense of what may be going on at
PEPCO I recommend reading the complaint that Deborah Royster (who used to
work in the legal department) filed against them.
<http://www.washingtoncitypaper.com/blogs/looselips/2011/09/30/erstwhile-d-c-committeewoman-battles-political-rivals%E2%80%94and-pepco/>.
Click on the link to her complaint in the Citypaper article.

Also here are links to some demonstrations re PEPCO:
<http://www.youtube.com/watch?v=qqsMLJlkvkc>:
<http://www.youtube.com/watch?v=yDMXUCn75NA> and
<http://www.youtube.com/watch?v=kq9FCLU-NEU>

Chris Turner, Esq.
Neighbors, Inc., vice-president

On Sun, Jul 8, 2012 at 8:09 AM, Barbara & Howard White <bmwhite@erols.com> wrote:

> **
>
> **
> Did the rest of you also receive the Pepco letter about having "completed
> the work in your neighborhood to help improve electric service reliability"?
>
> It must be fake. Even Pepco's managers could not be stupid enough to send
> it out this week.
>
> Howard
>

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4a **Re: [Petworth] Safeway Status**

Mon Jul 9, 2012 1:11 pm (PDT) . Posted by: "[Joseph Martin](#)" [josephmartindc](#)

I just asked for updates by email from Craig Muckle, the Safeway public affairs director, Mark Dubik, the president of Duball, LLC, the development company, and John Segreti, the vice president of development at Duball.

Last I checked the raze permit was submitted and the razing was to take place later this summer or early fall. Earlier this year I posted the following based on a conversation with Mr. Dubik:

- * Dulball LLC closed on the land this past December.
- * "We are 100% full steam ahead on construction document preparation and expect to file a building permit in the next 60 days or so."
- * Construction start will be determined by how fast the city approves the construction permit, and
- * How fast Safeway can close the store.
- * "We are hoping to start in summer/early fall...sooner the better."

I will follow up with the principals' responses when I have it. [Thanks, Mark Vinson, for posting your inquiry.]

Joseph Martin
[REDACTED] cell

From: Mark Vinson <[\[REDACTED\]](#)>
To: [\[REDACTED\]](#)
Sent: Monday, July 9, 2012 2:03 PM
Subject: [Petworth] Safeway

Does anyone know the latest on Safeway? There does not appear to be any movement on the renovation.

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4b **Re: [Petworth] Safeway Status**

Mon Jul 9, 2012 1:13 pm (PDT) . Posted by: "[Bowser, Muriel \(COUNCIL\)](#)"

Safeway plans to close the store this August. The demolition and renovation will begin soon thereafter.

Muriel

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Sent: Mon Jul 09 16:11:20 2012
Subject: [GreaterGrantCircle] Re: [Petworth] Safeway Status

I just asked for updates by email from Craig Muckle, the Safeway public affairs director, Mark Dubik, the president of Duball, LLC, the development company, and John Segreti, the vice president of development at Duball.

Last I checked the raze permit was submitted and the razing was to take place later this summer or early fall. Earlier this year I posted the following based on a conversation with Mr. Dubik:

- * Dulball LLC closed on the land this past December.
- * "We are 100% full steam ahead on construction document preparation and expect to file a building permit in the next 60 days or so."
- * Construction start will be determined by how fast the city approves the construction permit, and
- * How fast Safeway can close the store.
- * "We are hoping to start in summer/early fall...sooner the better."

I will follow up with the principals' responses when I have it. [Thanks, Mark Vinson, for posting your inquiry.]

Joseph Martin
[REDACTED] cell

From: Mark Vinson <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 2:03 PM
Subject: [Petworth] Safeway

Does anyone know the latest on Safeway? There does not appear to be any movement on the renovation.

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4c **Re: [Petworth] Safeway Status**

Mon Jul 9, 2012 1:14 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

Just received this from Craig Muckle at Safeway. FYI, I also contacted Victor Hoskins, the deputy mayor for economic development, and Nick Majett, DCRA Director, to see if they, too, might provide helpful information.

From Craig Muckle:

Joe,

To the best of my knowledge, we are scheduled to close the store sometime in the next 30-45 days.

Let me find out what the latest information is and I will give you more specifics.

Thanks,

Craig Muckle

Craig M. Muckle
Manager, Public Affairs and Government Relations
Eastern Division
Safeway Inc.
(301) [REDACTED] (office)
(623) [REDACTED] (fax)

Joseph Martin
[REDACTED] cell

From: Joseph Martin <[REDACTED]>
To: [REDACTED]
Cc: [REDACTED]
Sent: Monday, July 9, 2012 4:11 PM
Subject: Re: [Petworth] Safeway Status

I just asked for updates by email from Craig Muckle, the Safeway public affairs director, Mark Dubik, the president of Duball, LLC, the development company, and John Segreti, the vice president of development at Duball.

Last I checked the raze permit was submitted and the razing was to take place later this summer or early fall. Earlier this year I posted the following based on a conversation with Mr. Dubik:

- * Dulball LLC closed on the land this past December.
 - * "We are 100% full steam ahead on construction document preparation and expect to file a building permit in the next 60 days or so."
 - * Construction start will be determined by how fast the city approves the construction permit, and
 - * How fast Safeway can close the store.
 - * "We are hoping to start in summer/early fall...sooner the better."
- I will follow up with the principals' responses when I have it. [Thanks, Mark Vinson, for posting your inquiry.]

Joseph Martin
[REDACTED] cell

From: Mark Vinson <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 2:03 PM
Subject: [Petworth] Safeway

Does anyone know the latest on Safeway? There does not appear to be any movement on the renovation.

5 Fw: Petworth Safeway

Mon Jul 9, 2012 1:16 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

And from Mark Dubick at Duball, LLC:

From: Duball - Marc Dubick <[REDACTED]>
To: "[REDACTED]" <[REDACTED]>
Cc: Duball - Marc Dubick <[REDACTED]> Duball - John Segreti
<[REDACTED]>
Sent: Monday, July 9, 2012 4:01 PM
Subject: Petworth Safeway

Hello Joe: thanks for reaching out...we have now submitted for permit and the process is running it course...we are out in the construction community securing final construction pricing now...we have a meeting with Safeway tomorrow, but understand they are working to open the temporary pharmacy down the street...hope to start the store closing process, then demolition of old building very soon! Marc

Marc A. Dubick
President
Duball, LLC

[REDACTED]
Direct Dial: 703 [REDACTED]
Fax: 703 [REDACTED]

11111 Sunset Hills Road
Suite 200
Reston, VA 20190

www.Duball-LLC.com

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6 July 4th Murder & Shootings @ First & Gallatin Gang-Related

Mon Jul 9, 2012 3:07 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

The charging document submitted in Superior Court today states that the shooting death of Crevontai Key and the shootings of others at First Street NW and Gallatin Street NW around 8 pm on July 4th are gang-related. Targets of the shootings, according to documents, are members of a 7th and Kennedy gang.

The news is from Homicide Watch DC: <http://homicidewatch.org/2012/07/09/calvin-shaw-held-in-fatal-july-4-gang-shooting/>

JM
[REDACTED]

Attachments with this message:

1 of 1 File(s)

 [Defendant Calvin Shaw Charging Document.pdf](#)

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7 Fwd: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Mon Jul 9, 2012 6:33 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

Next door neighbor, Wayan, is raising good points.

> From: "wayan_vota" <[REDACTED]>
> Date: July 9, 2012 8:39:24 PM EDT
> To: [REDACTED]
> Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
> Reply-To: [REDACTED]
>
> Muriel,
>
> It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.
>
> The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:
>
> (c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).
>
> I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.
>
> With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.
>
> Wayan
>
> More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>
>
>

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8 Change.org petition on Über cab issue

Mon Jul 9, 2012 7:12 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

This just came to my attention:

http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

Joseph Martin

[REDACTED]

[from mobile]

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9 Car-sharing news

Mon Jul 9, 2012 8:51 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

While on the topic of having more alternatives for transportation, Enterprise has acquired Mint Car-Sharing, a service that now operates only in Boston and New York, and will be expanding Mint to DC sometime in the coming year. Mint rents cars for \$6 an hour, less than ZipCar, with insurance and gas included.

Hertz will be converting its entire fleet for ZipCar-like car sharing by the hour. (I know that Hertz already has Hertz On-Demand, like Zip Car. Joined it for free. Have not used it yet.)

Enterprise will be converting its fleet to rental-by-the hour. (Enterprise also owns Budget and other car-rental companies.)

I do not know if any of the above will operate like car2go, Smart Car rentals by the minute with the ability to drop off cars in any of a wide range of places and pick them up as easily all over. (I have noticed that car2go has many members in Petworth, self included.) Link: <http://www.car2go.com/washingtondc/en/concept/> Car2go has a handy iPhone app, and your membership works in all cities offering car2go.

Watch for intense opposition from anyone or any business that does not like this kind of competition.

You can join Mint for free if you send them a PDF showing membership in another car-sharing company: <http://www.drivemint.com/>

JM

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From: [REDACTED] on behalf of [Carol Herwig](#)
To: [REDACTED]
Subject: RE: [GreaterGrantCircle] Fwd: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:17:11 PM

I second this. Most big cities offer car services, especially for people such as Wayan who travel often. I've often used them in Chicago when traveling from downtown to airports. It's important for people who travel frequently to have a car service they can count on on short notice and for odd hours.

Carol



From: [REDACTED] [mailto:[REDACTED]] **On Behalf Of** Joseph Martin
Sent: Monday, July 09, 2012 9:33 PM
To: [REDACTED]
Subject: [GreaterGrantCircle] Fwd: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Next door neighbor, Wayan, is raising good points.

From: "wayan_vota" <[REDACTED]>
Date: July 9, 2012 8:39:24 PM EDT
To: [REDACTED]
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Reply-To: [REDACTED]

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [REDACTED]
Subject: [GreaterGrantCircle] Fwd: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 9:33:11 PM

Next door neighbor, Wayan, is raising good points.

From: "wayan_vota" <[REDACTED]>
Date: July 9, 2012 8:39:24 PM EDT
To: [REDACTED]
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Reply-To: [REDACTED]

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Subject: [GreaterGrantCircle] Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 9:28:24 AM

Below is the message I sent to CM Bowser and At-Large representatives and CCed other council members yesterday...

Dear Council Representatives,

I am writing today to implore you to remove language from the Taxi Modernization Bill that would impose minimum fares on sedans, as well as other provisions that will require onerous mandates on independent and smaller cab companies.

Will you take the side of the working class taxi drivers and their customers who would like to compete and participate in a free, market driven environment? Or will you take the side of the the Taxi Cab Commission and those who would like to maintain a stranglehold of regulation that enables them to artificially inflate their prices.

Mandating certain rates, and requiring drivers to have equipment that their consumers do not demand, raises the costs for working moms and dads getting to and from the places they must use a car to go - like the grocery store. This is a regressive tax, and we need to be expanding economic freedom in terms of transportation options in DC, not restricting it.

Please vote to strip out all arbitrary mandates in the Taxi Modernization Bill that empower the government to demand the terms of service, rather than the consumer. If you fail at this, vote NO on the entire proposal.

Thank you for your time and consideration of this message.

I look forward to your reply.

All the best -

Zach

On Tue, Jul 10, 2012 at 8:58 AM, Matt Gever <[REDACTED]> wrote:

Council members,

As stated below, a vote for the current version of the "Über Amendment" is a vote against the citizens of DC. Taxi service in this city is subpar T best, and is often unsafe and unclean. Additionally, despite the law, many can drivers will refuse to take riders to many parts of the city. Über, on the other hand, provides this service when other drivers won't. Creating a price floor will simply lot options for many residents of this city. Although I nor the constituents below have made large contributions to Council and Mayoral campaigns in the same way that can drivers have, I still hope you will take our concerns with this bill under consideration.

Sincerely,
Matt Gever

Sent from my iPhone

On Jul 10, 2012, at 8:40 AM, Tauqdah <[REDACTED]> wrote:

CM Bowser et al:

I don't know an "Uber" from a "Guber," but I do know free enterprise, and fully understand the relationship between occupational licensing and economic liberty; and how, in this country, they are now inextricably linked to the Constitution of the United States of America.

There's a short sentence in that document --- 14th-Privileges and Immunities --- that reads in part:

"No state shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any state deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

"Life and liberty," can also be defined as "work;" and there should be no gray-area when it comes to "equal protection," or is that still an issue? Maybe the council feels we're not a state, so we don't have to act like one.

For the sake of economic liberty and the right of every person to be able to pursue life, liberty (and work), without the imposition of burdensome government regulation, defeat this protectionist proposal before you and let's continue to build a city based on freedom, justice and equality.

Taalib-Din Uqdah, President
14th St. Uptown Business Assoc.

-----Original Message-----

From: wayan_vota <[REDACTED]>
To: Petworth <[REDACTED]>
Sent: Mon, Jul 9, 2012 8:39 pm
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

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(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

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Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

--
Zachary Hartman
Commissioner
SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011
[REDACTED]

Twitter: [@ZacharyHartman](#)
Instagram: [ZacharyHartman](#)



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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Gold, Judi \(COUNCIL\)](#); [Hawkins, Robert \(COUNCIL\)](#)
Subject: [GreaterGrantCircle] Re: [Petworth] Re: CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 9:48:22 AM

I use Uber all the time. It is a revolution in taxi/car service. You don't have to call and hope, you can actually see where the driver is and exactly how long they will take to get there prior to accepting the ride. You can also view the drivers ratings and reviews and accept, or not accept, a ride from them based on their performance. The drivers can also do the same for customers and if riders abuse the drivers, then they don't have to come and get them. This is why drivers will come to Ward 4, or anywhere else for that matter - because they know exactly who they are picking up. The cars are nice and clean and all the drivers are friendly and courteous and payment is hassle free and your tip is included. While you do pay a slight premium, it is worth it in my opinion. Anyone who thinks otherwise is welcome to call a cab and hope they come, or hail one off the street. At the same time, this more economical, all-hybrid fleet will expand their market and make Uber service even more affordable for all families in DC.

This is innovation and how the market place is supposed to work. While taxis in DC and other metro areas have held their markets and consumers hostage through regulation and medallions, rather than innovation and improved quality of service, Uber has found a way to reduce overhead, improve efficiency, and increase the quality of their product to compete and drive (no pun intended) the market to a better place for consumers.

The Taxi Modernization Bill isn't just about Uber though. It also includes mandates on other traditional cab drivers to include things like GPS and credit card processors. These upgrades should be decided by the customers or the driver/owners - I have passed on many a cab that did not accept credit cards, but that was my choice - not a bureaucracy that seeks to push down additional costs on operators and then try to impose price controls that either hurt working families or make it difficult for operators to recoup their investment.

Tomorrow night at the ANC meeting, we will have an opportunity to discuss this issue with CM Bowser, or a member of her staff. In the past she has taken a pragmatic approach to balancing the needs of businesses, consumers, and the city. I hope that she will do the same here.

If she already knows where she will stand on this issue, I would welcome her and/or a member of her staff to share the CM's position here. They have been CCed.

Thanks if you took the time to read this.

All the best -

Zach

On Tue, Jul 10, 2012 at 4:41 AM, wayan_vota <[REDACTED]> wrote:

I've actually never used Uber, but I've also given up on catching a cab from Petworth. I now drive to downtown meetings & Dulles because I've been late so often after waiting for Yellow Cab, which doesn't show, and then walking to Georgia and waiting for 20 minutes for a random cab to drive by.

That the City Council would want to protect the cabbie industry's non-service of Ward 4 (or any Ward outside of downtown) really disappoints me.

Wayan

--- In [REDACTED] Graeme King <graeme.king@...> wrote:

>
> Although I don't use Uber very often I think they offer a great alternative
> to the DC taxi and should be allowed to compete fairly in the marketplace.
> Their new 'lower cost service' using an all hybrid fleet should be welcomed
> by the city - not taxed out of business in favor of a monopoly. I've lost
> count on the number of times that I have to tell a DC cab driver where
> Petworth is on a map. Uber offers a valuable service and can only help
> encourage competition and a better service for Uber and cab users alike.
> Just look at the changes in the works for our cabs less than 1 year since
> Uber started in DC.
>

--
[Zachary Hartman](#)
Commissioner
SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011
[REDACTED]
Twitter: @ZacharyHartman
Instagram: ZacharyHartman
[REDACTED]

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Subject: [GreaterGrantCircle] Re: [Petworth] Taxi drivers threatening to strike
Date: Tuesday, July 10, 2012 2:21:26 PM

Per this article and video from the Examiner, <http://washingtonexaminer.com/d.c.-taxi-drivers-threaten-strike/article/2501228>, it is important to note that the Drivers are upset about protecting privacy and other mandates.

Taxi cab drivers are all-to-familiar with the heavy hand of government, and it does not appear that their threat to strike is over the Uber issue...at least from what I have seen.

All the best -

Zach

On Tue, Jul 10, 2012 at 1:14 PM, Sean Wieland <[REDACTED]> wrote:

Agreed! The taxi cab commission should recognize they need us more than we need them. I welcome Über and any other alternative to a DC taxi cab. Competition is good!

If the taxi cab commission feels threatened they need to be innovative in improving service, attracting/retaining customers and they need to embrace new technology.

-Sean

Sent from my iPad

On Jul 10, 2012, at 12:31 PM, Nagore Goitiandia <[REDACTED]> wrote:

Great, let them strike. We can all use Uber.

On Tue, Jul 10, 2012 at 12:01 PM, Joseph Martin <[REDACTED]> wrote:

Reading tweets now saying that taxi drivers plan to strike over this.

@timcraigpost: Larry Frankel, chair of Dominion of Cab Drivers, says taxi strike is possible if bill passes today. "All drivers will be crazy," he said

@timcraigpost: Cab drivers surround Marion Barry as he pulls up on Pa Ave.

@mikedebonis: More good news for Uber. MT @timcraigpost: Frankel clarified "A strike is imminent if this bill passes" -- will be used to "tie up traffic"

From: Sarah Sorscher <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:53 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

Maybe this was all just one of her joke proposals.

<http://greatergreaterwashington.org/post/14783/cheh-releases-joke-budget-proposals/>

Sarah

On Tue, Jul 10, 2012 at 11:07 AM, Zachary Hartman <[REDACTED]> wrote:

That is great news. At the same time, this is not the first time, nor the only vehicle (again, no pun intended) through which the city imposes its will on business owners and consumers alike. If we want true innovation and a business environment that rewards innovators and provides an equal opportunity for success, regardless of business size or political influence, we must remain vigilant and eliminate this micromanaging of industries in DC.

I wonder if there are still onerous hardware update requirements in the bill? I am pleased that the Uber issue has rallied the troops and enabled us to better understand how the Taxi Cab Commission and taxi industry manipulates the marketplace, but we should not be requiring driver/operators - or business owners of any industry - to purchase equipment they do not think they need to compete, or for soundly based consumer safety reasons. As I said before, these costs will either be imposed on the business owners or their consumers.

It is foolish to think that these costs will dissipate unnoticed throughout the economy. These costs are resources that can be used on things in our economy that have real value, rather than expenses imposed on consumers by the city.

Also, when we go to the ballot in November, we should not allow any candidate to leave any ambiguity about where they stand on this issue.

All the best -

Zach

On Tue, Jul 10, 2012 at 10:33 AM, Karen Travers <[REDACTED]> wrote:

Here is a quote from Cheh, per the WP's Tim Craig:

"We will do it straight up," Mary Cheh said. "Rather than ram something through, we can make a separate bill" this fall

On Tue, Jul 10, 2012 at 10:32 AM, Jeff Standish <[REDACTED]> wrote:

according to the tweet below, the bill has been stripped of the minimum fare language

[daveweigel](#) @daveweigel

RT @timcraigpost: Breaking: **Uber** reform being stripped from DC taxi bill. Will move as separate bill this fall

On Tue, Jul 10, 2012 at 10:15 AM, Joseph Martin <[REDACTED]> wrote:

Tweet just arrived:

@Uber: RT @Uber_DC:

@jackevansward2 has introduced an amendment that STRIKES DOWN the minimum fare language. Tweet/call the council to support his amendment!

Joseph Martin

[REDACTED]
[from mobile]

--

Zachary Hartman
Commissioner
SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011

Twitter: @ZacharyHartman
Instagram: ZacharyHartman

[REDACTED]

=

--

Nagore Goitiandia

[REDACTED]

--

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED]
Subject: [GreaterGrantCircle] Uber about to offer hybrids [1 Attachment]
Date: Tuesday, July 10, 2012 3:13:08 PM

[Attachment(s) from Joseph Martin included below]

Another interesting twist on Uber's competitive, entrepreneurial spirit:

<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html>

I have attached a PDF version of the story for those who cannot access the full NYT story.

Watching the Council debate while doing desk work...

- CM Yvette Alexander notes that Uber is attentive to Ward 7 residents when Ward 7 residents feel underserved by conventional cabs.
- CM David Catania notes, in response to complaints about Uber not being regulated, that if more regulation meant better service, we should have the best cab service in the nation.
- CM Marion Barry notes it's "hard to impossible" to get a cab in Southeast - which begs lots of questions about his support for the taxi industry.

JM

Attachment(s) from Joseph Martin

1 of 1 File(s)



Uber, an App That Summons a Car, Plans a Cheaper Service - NYTimes.com.pdf

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED]
Subject: [GreaterGrantCircle] Uber issue update
Date: Tuesday, July 10, 2012 2:31:55 PM

Council taking up Uber issue.

Martin Austermuhle @dcist_martin

Evans, Wells, Catania, and Brown intro amendment that would essentially legalize Uber.

CM Mary Cheh wants hearings in November....

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From: [REDACTED]
To: [REDACTED]
Subject: [MarionStreetNeighbors] Digest Number 1339
Date: Tuesday, July 10, 2012 5:48:04 AM



Marion Street Neighbors Group

2 New Messages

Digest #1339

- 1 [Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighbor](#) by "Martin" cccaprez
- 2 [CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Joseph Martin" josephmartindc

1 [Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighbor](#)

Mon Jul 9, 2012 5:15 am (PDT) . Posted by: "Martin" cccaprez

fyi

-----Original Message-----

From: Cecilia Jones <[REDACTED]>
To: undisclosed-recipients:;
Sent: Sun, Jul 8, 2012 7:16 pm
Subject: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

As active, concerned members of the community we have certain responsibilities to ourselves and to each other. We should become knowledgeable about how to request city services (speed humps, zoned parking, special trash pick-ups, graffiti removal, street light repairs, etc.) We should also understand the laws that affect local businesses. We should understand the roles and responsibilities of government agencies in matters of public safety, zoning, nuisance properties, licensing for establishments serving alcoholic beverages, halfway houses, etc. These are the things that affect our day-to-day lives and our property values.

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Have you ever considered running for public office? Would you like to become your neighborhood's ANC? Or would you like to support a candidate who is already running, or encourage someone you know to run? What we must NOT do is refuse to act now and complain later.

If you are interested in becoming an ANC, tomorrow is the first day to pick up a nominating petition (see http://www.dcboee.org/popup.asp?url=/pdf_files/nr_966.pdf and <http://www.dcboee.org/home.asp> for more information.)

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We are making changes based on your feedback, Thank you !

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Please talk about the upcoming ANC election among your neighbors and friends.

Please go to the next ANC Meeting in your area: <http://anc.dc.gov/anc/site/default.asp>

Block Captains: Please forward this e-mail to your blocklists, or those you feel might be interested. Time will run short, and there's so much that can be done with the support of a strong ANC. The ANC controls grant funding for local projects and represents our interests to the City Council and other DC and Federal Agencies.

Let's be heard--it's up to us.

Thanks and enjoy the rest of your weekend,

Cecilia

--

Cecilia Jones

President, Northwest Columbia Heights Community Association (NWCHCA)

Public Safety Chair, Advisory Neighborhood Commission 1A

[REDACTED] (cell)

www.nwchca.org

Facebook: <https://www.facebook.com/groups/147678969694/>

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"First they ignore you, then they laugh at you, then they fight you, then you win." -- Mahatma Gandhi

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2 **CM Bowser: Don't Kowtow to the Taxi Mafia**

Mon Jul 9, 2012 8:16 pm (PDT) . Posted by: "Joseph Martin" [josephmartindc](#)

FYI, Shaw friends. Please consider distributing. Don't know if getting a cab to take you to Shaw is a problem or picking you up in Shaw to take you elsewhere. It remains an issue here in the northern province east of the park.

Thanks. -JM

-

From: Joseph Martin <[REDACTED]>
To: 4D Neighbors <[REDACTED]> TakomaDC Takoma

Sent: Monday, July 9, 2012 11:12 PM

Subject: [4D-Neighbors] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Please share if you like. This issue is heating up on the Petworth Yahoo Group.

Change.org petition about the issue described below:

http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

From: wayan_vota <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:39 PM
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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From: [REDACTED]
To: [REDACTED]
Subject: [mvsna] Digest Number 2273
Date: Tuesday, July 10, 2012 4:27:25 AM



MVSNA Group

5 New Messages

Digest #2273

- 1 [FW: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Becomi](#) by "Sam Shipley" shipsa01
- 2 [Re: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Becomi](#) by "Sam Shipley" shipsa01
- 3a [Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr](#) by "Miguel Ayala" carinlb86
- 3b [Re: DC City Council is voting tomorrow to prevent Uber from lowering](#) by "Boris Miric" b_miric
- 4a [PSA 101/Downtown Neighborhood Association Meeting, 7/10/2012, 6:30 p](#) by [REDACTED]

1 [FW: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Becomi](#)

Mon Jul 9, 2012 8:25 am (PDT) . Posted by: "Sam Shipley" shipsa01

Hi Cecelia - I am not running for ANC, but wanted to make sure the information I send out is correct before it goes to our neighborhood association.

When I typed my address into the DC Citizen Atlas Report webform (as linked to below) I received the wrong information. It said that for my address, I will be in ANC 6C. That is not the correct ANC after redistricting. It should be 6E, which is the new Mount Vernon Square / O Street Market / Marion Street Neighborhood ANC. 6C will be the future Swampoodle / NoMa ANC.

Since people may be picking up their forms already today, what is being done to ensure that they are picking up the correct form and that they are running for the right office?

Thanks,
Sam Shipley

President
Mount Vernon Square Neighborhood Association
[REDACTED]
@shipsa01

To: [REDACTED] MarionStreetNeighbors@yahoogroups.com
From: [REDACTED]
Date: Mon, 9 Jul 2012 08:15:16 -0400

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changes based on
your feedback,
Thank you !

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Subject: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

fyi

-----Original Message-----

From: Cecilia Jones < >

To: undisclosed-recipients::;

Sent: Sun, Jul 8, 2012 7:16 pm

Subject: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

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Thanks and enjoy the rest of your weekend,

Cecilia

--

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Public Safety Chair, Advisory Neighborhood Commission 1A

[REDACTED] (cell)

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2 **Re: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becomi**

Mon Jul 9, 2012 10:56 am (PDT) . Posted by: "Sam Shipley" [shipsa01](#)

Hi Cecilia - Martin provided this link (within the paragraph) last week:

At the ANC1B meeting, OANC Dir Gottlieb Simon confirmed that the new 2013 redistricted ANC

SMD maps will be available over the weekend for the first time. (Oddly enough, another source suggested the final maps have been posted since May 12 here: <https://sites.google.com/a/dc.gov/redistricting/home/boundaries-passed-by-council>.

ANC6E map attached.) According to Simon, petitions will be due in August; the DCBOEE will distribute accurate voter lists available despite not having the new maps yet.

But as you can see at the end, it might not be "synced-up" with DCBOEE as of yet.

- Sam Shipley

Date: Mon, 9 Jul 2012 12:50:50 -0400

Subject: Re: FW: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

Hmmm...it's unfortunate that the DC Atlas site hasn't been updated. I thought it had

been. I don't know whether or not the new maps are available yet. Maybe the existing ANC chair has the new maps?

Cecilia

On Mon, Jul 9, 2012 at 11:25 AM, Sam Shipley <[REDACTED]> wrote:

Hi Cecelia - I am not running for ANC, but wanted to make sure the information I send out is correct before it goes to our neighborhood association.

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@shipsa01

To: [REDACTED] MarionStreetNeighbors@yahoogroups.com

From: [REDACTED]
Date: Mon, 9 Jul 2012 08:15:16 -0400
Subject: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

fyi

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To: undisclosed-recipients::;

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Safety Chair, Advisory Neighborhood Commission 1A

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3a **Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr**

Mon Jul 9, 2012 2:21 pm (PDT) . Posted by: "Miguel Ayala" [carinolb86](#)

Sent from my iPhone

Begin forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> Date: July 9, 2012 4:40:52 PM EDT
> To: Miguel Ayala <[REDACTED]>
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
> Reply-To: Travis, Uber CEO <[REDACTED]>
>
> Un-Independence
> On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.
>
> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.
>
> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.
>
>
> Take Action

> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

>

> Strike down the MINIMUM FARE language from the Uber Amendment.

>

> Here are the City Council members' contact info. Call/write as many of them as possible!

> Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED]

> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] @marycheh

> Michael Brown, at-large, (202) [REDACTED] [REDACTED]

> @cmmichaelabrown

>

> Jim Graham, Ward 1, (202) [REDACTED] [REDACTED] @jimgrahamward1

> Jack Evans, Ward 2, (202) [REDACTED] [REDACTED] @jackevansward2

> Muriel Bowser, Ward 4, (202) [REDACTED] [REDACTED] @murielbowser

> Kenyan McDuffie, Ward 5, (202) [REDACTED] [REDACTED] @kenyanmcduffie

> Tommy Wells, Ward 6, (202) [REDACTED] [REDACTED] @tommywells

> Yvette Alexander, Ward 7, (202) [REDACTED] [REDACTED] @cmyma

> Marion Barry, Ward 8, (202) [REDACTED] [REDACTED] @marionbarryjr

>

> David Catania, at-large, (202) [REDACTED] [REDACTED] @cataniapress

> Vincent Orange, at-large, (202) [REDACTED] [REDACTED] @vincentorangedc

> Keep the #UberDCLove alive. See full blog post here.

>

> Sincerely,

> Travis Kalanick, Uber Co-Founder and CEO

>

>

> To join the #UberDCLove activism team, click here.

>

> Uber Technologies, Inc.

> @Uber_DC

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3b **Re: DC City Council is voting tomorrow to prevent Uber from lowering**

Mon Jul 9, 2012 2:56 pm (PDT) . Posted by: "Boris Miric" b_miric

You are welcome to sign the petition HERE<<http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>>

From: [REDACTED] [mailto:[REDACTED]] On Behalf Of Miguel Ayala
 Sent: Monday, July 09, 2012 5:21 PM
 Subject: [mvsna] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

Begin forwarded message:

From: Travis, Uber CEO <[REDACTED]mailto:[REDACTED]>
 Date: July 9, 2012 4:40:52 PM EDT
 To: Miguel Ayala <[REDACTED]mailto:[REDACTED]>
 Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
 Reply-To: Travis, Uber CEO <[REDACTED]mailto:[REDACTED]>

Un-Independence

On Independence Day, Uber announced a roll out of a lower cost service<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=ab858028d0>> that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

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For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

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If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the Uber Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00fffb7f2a&e=ab858028d0>>.

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* Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] mcheh@dccouncil.us, @marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=ab858028d0>>

* Michael Brown, at-large, (202) [REDACTED] mbrown@dccouncil.us<mailto:[REDACTED]@dccouncil.us>
@cmmichaelabrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=ab858028d0>>

* Jim Graham, Ward 1, (202) [REDACTED] jgraham@dccouncil.us<mailto:[REDACTED]@dccouncil.us>
@jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=ab858028d0>>

* Jack Evans, Ward 2, (202) [REDACTED] jevans@dccouncil.us<mailto:[REDACTED]@dccouncil.us>
@jackevansward2<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=ab858028d0>>

* Muriel Bowser, Ward 4, (202) [REDACTED] mbowser@dccouncil.us<mailto:[REDACTED]@dccouncil.us>
@murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=ab858028d0>>

* Kenyan McDuffie, Ward 5, (202) [REDACTED] kmcduffie@dccouncil.us
[REDACTED]@kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=ab858028d0>>
* Tommy Wells, Ward 6, (202) [REDACTED] twells@dccouncil.us
[REDACTED]@tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=ab858028d0>>
* Yvette Alexander, Ward 7, (202) [REDACTED] yalexander@dccouncil.us
[REDACTED]@cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=ab858028d0>>
* Marion Barry, Ward 8, (202) [REDACTED] mbarry@dccouncil.us
[REDACTED]@marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4defb&e=ab858028d0>>
* David Catania, at-large, (202) [REDACTED] dcatania@dccouncil.us
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* Vincent Orange, at-large, (202) [REDACTED] vorange@dccouncil.us
[REDACTED]@vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=ab858028d0>>

Keep the #UberDCLove alive. See full blog post here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=ab858028d0>>.

Sincerely,
Travis Kalanick, Uber Co-Founder and CEO

To join the #UberDCLove activism team, click here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=ab858028d0>>.
[http://d1a3f4spazzrp4.cloudfront.net/car_types_email/email_logo.png]
Uber Technologies, Inc.

[http://d1a3f4spazzrp4.cloudfront.net/car_types_email/email_twitter.png]@Uber_DC<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8e61f1c37e&e=ab858028d0>>

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4a **PSA 101/Downtown Neighborhood Association Meeting, 7/10/2012, 6:30 p**

Mon Jul 9, 2012 3:31 pm (PDT) . Posted by: [REDACTED]

Reminder from: mvsna Yahoo! Group
<http://groups.yahoo.com/group/mvsna/cal>

PSA 101/Downtown Neighborhood Association Meeting
Tuesday July 10, 2012
6:30 pm - 8:00 pm
Location: Calvary Baptist Church - Entrance on 8th Street NW between G and H Streets.

Notes:
Calvary Baptist Church - Entrance on 8th Street NW between G and H Streets.
<http://www.dcdna.org/Calendar.html>

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED] [4D Neighbors](#)
Subject: [Petworth] Background on the Uber issue
Date: Tuesday, July 10, 2012 11:06:16 AM

From dcist, yesterday:

http://dcist.com/2012/07/dc_council_moves_closer_to_making_u.php

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [REDACTED]
Subject: Re: [Petworth] Car Sharing, Bike Sharing, Uber, etc.
Date: Tuesday, July 10, 2012 10:40:32 AM

Josh, thanks for your on-target, articulate post. These issues are related.

Joseph Martin
[REDACTED]
[from mobile]

On Jul 10, 2012, at 10:24 AM, Josh Nanberg <[REDACTED]> wrote:

All of this morning's issues are closely related.

Living in the Northern reaches of Petworth, it's a good mile or more to both the Georgia Ave and Ft. Totten Metro stops. As Metro has continued to raise the parking fees and fares, Car2Go has become an increasingly valuable option for me to get downtown. It's fine to walk the mile or get down to Georgia or up to Kansas to wait for the bus on a temperate day, but at the height of summer or in the midst of a downpour, these aren't really options.

Cabs also don't exactly venture up our block, nor are they particularly prevalent on our section of Georgia.

My wife and I each have a car, but driving downtown and parking is inefficient and expensive.

The northernmost bikeshare is, in fact, at 9th/Upshur/Georgia. Still a good hike.

So what are our options?

As mentioned, Car2Go has been tremendous, and I look forward to the other carsharing options that were mentioned on the list previously. There is frequently a car within a couple blocks. I actually believe that the above issues are exactly what has made the service so popular amongst our neighbors.

And then there are services like Uber and Groundlink--on demand "black car" services. I'm sure there are others as well, but those are the ones I use.

Since I know the Councilmember monitors the list, I submit this as my plea against the Uber Amendment as well.

The taxi drivers in this city have created this crisis on their own.

They fought for fare increases, fuel surcharges, and fees for luggage that the driver doesn't even handle--"If it goes in my trunk, you pay the bag fee," I've been told on more than one occasion.

They fought meters because the zone system was "confusing" to some riders, but got rid of "subzones" because they didn't like sophisticated riders walking the one block to get a cheaper ride. With meters in place, I rarely find that the drivers take the shortest or most efficient route to my destination. Pleas to take other routes are ignored or drowned out by the driver's cell phone conversations. Now they feel that having a GPS in the car would be detrimental.

They've fought credit card payment, leaving DC well behind other major cities.

They've proven unreliable when you call through the dispatcher.

No wonder they want to ensure the competition is saddled with a high minimum fare!

Uber and Groundlink, as well as car- and bike-shares provide District residents with options that make our day-to-day lives easier. As residents of a neighborhood that is not centrally located to the parts of town where many of us work, these options are a critical to making Petworth a more appealing locale for the young families that will drive the economic development along Georgia And beyond.

=

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From: [REDACTED] on behalf of [Josh Nanberg](#)
To:
Subject: [Petworth] Car Sharing, Bike Sharing, Uber, etc.
Date: Tuesday, July 10, 2012 10:24:58 AM

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 9:28:23 AM

Below is the message I sent to CM Bowser and At-Large representatives and CCed other council members yesterday...

Dear Council Representatives,

I am writing today to implore you to remove language from the Taxi Modernization Bill that would impose minimum fares on sedans, as well as other provisions that will require onerous mandates on independent and smaller cab companies.

Will you take the side of the working class taxi drivers and their customers who would like to compete and participate in a free, market driven environment? Or will you take the side of the the Taxi Cab Commission and those who would like to maintain a stranglehold of regulation that enables them to artificially inflate their prices.

Mandating certain rates, and requiring drivers to have equipment that their consumers do not demand, raises the costs for working moms and dads getting to and from the places they must use a car to go - like the grocery store. This is a regressive tax, and we need to be expanding economic freedom in terms of transportation options in DC, not restricting it.

Please vote to strip out all arbitrary mandates in the Taxi Modernization Bill that empower the government to demand the terms of service, rather than the consumer. If you fail at this, vote NO on the entire proposal.

Thank you for your time and consideration of this message.

I look forward to your reply.

All the best -

Zach

On Tue, Jul 10, 2012 at 8:58 AM, Matt Gever <[REDACTED]> wrote:

Council members,

As stated below, a vote for the current version of the "Über Amendment" is a vote against the citizens of DC. Taxi service in this city is subpar T best, and is often unsafe and unclean. Additionally, despite the law, many can drivers will refuse to take riders to many parts of the city. Über, on the other hand, provides this service when other drivers won't. Creating a price floor will simply lot options for many residents of this city. Although I nor the constituents below have made large contributions to Council and Mayoral campaigns in the same way that can drivers have, I still hope you will take our concerns with this bill under consideration.

Sincerely,
Matt Gever

Sent from my iPhone

On Jul 10, 2012, at 8:40 AM, Tauqdah <[REDACTED]> wrote:

CM Bowser et al:

I don't know an "Uber" from a "Guber," but I do know free enterprise, and fully understand the relationship between occupational licensing and economic liberty; and how, in this country, they are now inextricably linked to the Constitution of the United States of America.

There's a short sentence in that document --- 14th-Privileges and Immunities --- that reads in part:

"No state shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any state deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

"Life and liberty," can also be defined as "work;" and there should be no gray-area when it comes to "equal protection," or is that still an issue? Maybe the council feels we're not a state, so we don't have to act like one.

For the sake of economic liberty and the right of every person to be able to pursue life, liberty (and work), without the imposition of burdensome government regulation, defeat this protectionist proposal before you and let's continue to build a city based on freedom, justice and equality.

Taalib-Din Uqdah, President
14th St. Uptown Business Assoc.

-----Original Message-----

From: wayan_vota <[REDACTED]>
To: Petworth <[REDACTED]>
Sent: Mon, Jul 9, 2012 8:39 pm
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

--
Zachary Hartman
Commissioner
SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011
[REDACTED]

Twitter: [@ZacharyHartman](#)
Instagram: [ZacharyHartman](#)



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From: [REDACTED] on behalf of [Matt Gever](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#)
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:58:19 AM

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From: [REDACTED] on behalf of [Taugdah](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#)
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:41:47 AM

CM Bowser et al:

I don't know an "Uber" from a "Guber," but I do know free enterprise, and fully understand the relationship between occupational licensing and economic liberty; and how, in this country, they are now inextricably linked to the Constitution of the United States of America.

There's a short sentence in that document --- 14th-Privileges and Immunities --- that reads in part:

"No state shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any state deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

"Life and liberty," can also be defined as "work;" and there should be no gray-area when it comes to "equal protection," or is that still an issue? Maybe the council feels we're not a state, so we don't have to act like one.

For the sake of economic liberty and the right of every person to be able to pursue life, liberty (and work), without the imposition of burdensome government regulation, defeat this protectionist proposal before you and let's continue to build a city based on freedom, justice and equality.

Taalib-Din Uqdah, President
14th St. Uptown Business Assoc.

-----Original Message-----

From: wayan_vota <[REDACTED]>
To: Petworth <[REDACTED]>
Sent: Mon, Jul 9, 2012 8:39 pm
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

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I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even

dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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From: [REDACTED] on behalf of [Matt Gever](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Todd, Brandon \(COUNCIL\)](#)
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:18:10 AM

In summary, Council Member Bowser, your constituents do not support this bill. Voting for this bill would verify that the Council cares more about a special interest group than its own citizens.

Sent from my iPhone

On Jul 10, 2012, at 7:47 AM, Sean Wieland <[REDACTED]> wrote:

I have not used Über but have many friends who do and like the service. I do not support this legislation as stated below. Über is a car service that has embraced technology to make it easier for customers to reserve a car.

If the taxi cab commission feels Über is unfair they should look at their practices to see how they can win back customers. Über has been successful because of availability and customer service.

-Sean

Sent from my iPhone 4S

On Jul 9, 2012, at 8:39 PM, "wayan_vota" <[REDACTED]> wrote:

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From: [REDACTED] on behalf of [Sean Wieland](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Todd, Brandon \(COUNCIL\)](#)
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 7:47:37 AM

I have not used Über but have many friends who do and like the service. I do not support this legislation as stated below. Über is a car service that has embraced technology to make it easier for customers to reserve a car.

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Sent from my iPhone 4S

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From: [REDACTED] on behalf of [Daniel Gonzalez](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 11:09:50 PM

Please include me as a vote in support of Uber and against the amendment. The council is considering other legislation to foster a pro-tech environment in the district; please do not stifle an online company that provides a real world service. Competition, not legislation, is the only way to improve the taxicab system.

Thank you councilmember Bowser for listening to the needs of your constituents.

On 7/9/12 10:52 PM, "Juan" <[REDACTED]> wrote:

Absolutely! Taxi cab drivers won't even drive me two blocks from Georgia ave. Services like Uber's are widely in demand and must be available to residents of Ward 4

Sent from my iPad

On Jul 9, 2012, at 9:38 PM, Joseph Martin <[REDACTED]> wrote:

Thanks, Wayan, for raising the issue.

Joseph Martin
[REDACTED]
[from mobile]

On Jul 9, 2012, at 9:30 PM, "Joe Lumpkin" <[REDACTED]> wrote:

Agree with Wayan and all of the previous commentors. It is incredibly difficult to get a taxi in Ward 4. I used Uber the other day at 13th and Longfellow and a car came within 6 minutes. Amazing.

Please eliminate the "Uber Amendment", which will greatly benefit the residents of Ward 4!

Thanks,

Joe

----- Original Message -----

From: wayan_vota

Sent: 07/09/12 08:39 PM

To: [REDACTED]

Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

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From: [REDACTED] on behalf of [Juan](#)
To: [REDACTED]
Cc:
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 10:52:42 PM

Absolutely! Taxi cab drivers won't even drive me two blocks from Georgia ave. Services like uber's are widely in demand and mat he available to residents of ward 4

Sent from my iPad

On Jul 9, 2012, at 9:38 PM, Joseph Martin <[REDACTED]> wrote:

Thanks, Wayan, for raising the issue.

Joseph Martin
[REDACTED]
[from mobile]

On Jul 9, 2012, at 9:30 PM, "Joe Lumpkin" <[REDACTED]> wrote:

Agree with Wayan and all of the previous commentors. it is incredibly difficult to get a taxi in Ward 4. I used Uber the other day at 13th and longfellow and a car came within 6 minutes. Amazing.

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Thanks,

Joe

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Sent: 07/09/12 08:39 PM
To: [REDACTED]
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

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From: [REDACTED] on behalf of [Graeme King](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 10:51:43 PM

Although I don't use Uber very often I think they offer a great alternative to the DC taxi and should be allowed to compete fairly in the marketplace. Their new 'lower cost service' using an all hybrid fleet should be welcomed by the city - not taxed out of business in favor of a monopoly. I've lost count on the number of times that I have to tell a DC cab driver where Petworth is on a map. Uber offers a valuable service and can only help encourage competition and a better service for Uber and cab users alike. Just look at the changes in the works for our cabs less than 1 year since Uber started in DC.

On Mon, Jul 9, 2012 at 8:54 PM, David Freddoso <[REDACTED]> wrote:

I strongly agree. Uber has gone out of its way to be useful to people in residential neighborhoods like ours, where cabs are not plentiful, when one needs to get somewhere quickly.

Instead of running down to Georgia Ave. to try our luck hailing the occasional cab that passes, or calling Yellow Cab and playing the guessing game of when or whether they will bother to show up, those of us in residential areas like Petworth now have an option that lets us summon a car with a tap of the finger and track its progress precisely.

To make this service artificially expensive is to cause unnecessary expense to those of us who live here, with no corresponding benefit. Cab dispatch companies that want to compete should bring their service up to snuff rather than beg government to give them special and unfair advantages.

On Mon, Jul 9, 2012 at 8:39 PM, wayan_vota <[REDACTED]> wrote:

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From: [REDACTED] on behalf of [Claudia Hinojosa](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 10:11:41 PM

I agree with Wayan! We must have an alternative to bad taxi cab service in DC and Ward 4 in particular.

From: Joseph Martin <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 9:38 PM
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Thanks, Wayan, for raising the issue.

Joseph Martin
[REDACTED]
[from mobile]

On Jul 9, 2012, at 9:30 PM, "Joe Lumpkin" <[REDACTED]> wrote:

Agree with Wayan and all of the previous commentors. It is incredibly difficult to get a taxi in Ward 4. I used Uber the other day at 13th and longfellow and a car came within 6 minutes. Amazing.

Please eliminate the "Uber Amendment", which will greatly benefit the residents of Ward 4!

Thanks,

Joe

----- Original Message -----

From: wayan_vota
Sent: 07/09/12 08:39 PM
To: [REDACTED]
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 9:39:01 PM

Thanks, Wayan, for raising the issue.

Joseph Martin
[REDACTED]
[from mobile]

On Jul 9, 2012, at 9:30 PM, "Joe Lumpkin" <[REDACTED]> wrote:

Agree with Wayan and all of the previous commentors. it is incredibly difficult to get a taxi in Ward 4. I used Uber the other day at 13th and longfellow and a car came within 6 minutes. Amazing.

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From: [REDACTED] on behalf of [Joe Lumpkin](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 9:31:17 PM

Agree with Wayan and all of the previous commentors. it is incredibly difficult to get a taxi in Ward 4. I used Uber the other day at 13th and longfellow and a car came within 6 minutes. Amazing.

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To: [REDACTED]
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

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From: [REDACTED] on behalf of [Matt Gever](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 9:04:21 PM

And local cabs do not provide service good enough to warrant any further protection. Most cabbies won't come to my neighborhood or nearby ones. Doesn't matter what the laws says about that, cabbies do it anyway, and it will become worse if their only competition gets priced out of the market. We already know that Mayor Gray is firmly in the pockets of the drivers. Please don't follow his corrupt lead Council Member. He'll be indicted soon enough anyway.

From: David Freddoso <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:54 PM
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

I strongly agree. Uber has gone out of its way to be useful to people in residential neighborhoods like ours, where cabs are not plentiful, when one needs to get somewhere quickly.

Instead of running down to Georgia Ave. to try our luck hailing the occasional cab that passes, or calling Yellow Cab and playing the guessing game of when or whether they will bother to show up, those of us in residential areas like Petworth now have an option that lets us summon a car with a tap of the finger and track its progress precisely.

To make this service artificially expensive is to cause unnecessary expense to those of us who live here, with no corresponding benefit. Cab dispatch companies that want to compete should bring their service up to snuff rather than beg government to give them special and unfair advantages.

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From: [REDACTED] on behalf of [David Freddoso](#)
To: [REDACTED]
Subject: Re: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 8:54:53 PM

I strongly agree. Uber has gone out of its way to be useful to people in residential neighborhoods like ours, where cabs are not plentiful, when one needs to get somewhere quickly.

Instead of running down to Georgia Ave. to try our luck hailing the occasional cab that passes, or calling Yellow Cab and playing the guessing game of when or whether they will bother to show up, those of us in residential areas like Petworth now have an option that lets us summon a car with a tap of the finger and track its progress precisely.

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More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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From: [REDACTED] on behalf of [wayan_vota](#)
To:
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 8:39:34 PM

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

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From: [REDACTED] on behalf of [Gabriel Acevedo](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 3:43:15 PM

There is a sit down restaurant about two to three blocks south from those three bars on Georgia Ave. called Top Spanish. I ate there once and enjoyed it. In the other direction just past the metro there is another sit down restaurant called Chez Billys. I encourage everyone to check them out.

From: Sean Wieland <[REDACTED]>
To: [REDACTED]
Cc: [REDACTED]
Sent: Tuesday, July 10, 2012 10:27 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

Obviously these businesses are doing well, the three restaurants/bars would close if they didn't have patrons... We live in a free society and can not dictate what businesses open and where. We can work with our leaders to attract businesses, like a sit down restaurant. But that requires a community effort and continued support of the business. I frequent neighborhood restaurants/bars because I don't cook and want to see the businesses in our community survive.

Have you brought your concerns to the businesses and ANC? Being a good neighbor requires open communication between all parties.

-Sean

Sent from my iPad

On Jul 10, 2012, at 1:15 PM, Charles Matiella <[REDACTED]> wrote:

LOL...I have no problem with having a bar across the street from me. The problem that I have is with the filth and the noise. Why do we need three bars within 20 feet of each other on the same street? We don't...not in a residential neighborhood.

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I love revitalization.....let's just do it sensibly. Three bars back to back is not sensible.

C

From: Gabriel Acevedo <[REDACTED]>
To: '[REDACTED]' <[REDACTED]>
Sent: Tuesday, July 10, 2012 12:50 PM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

Charles,

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To: '[REDACTED]' <[REDACTED]>
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Subject: Re: [Petworth] Evans moving to strike Über restrictive language

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To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:53 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

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From: [REDACTED] on behalf of [Sean Wieland](#)
To: [REDACTED]
Cc:
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 3:28:28 PM

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From: [REDACTED] on behalf of [Charles Matiella](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 1:15:32 PM

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From: [REDACTED] on behalf of [Gabriel Acevedo](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 12:51:50 PM

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From: [REDACTED] on behalf of [Charles Matiella](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 12:18:55 PM

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Joseph Martin

[REDACTED]
[from mobile]

--

[Zachary Hartman](#)

Commissioner
SMD 4C-09

ANC 4C
801 Shepherd St. NW
Washington, DC 20011

Twitter: @ZacharyHartman
Instagram: ZacharyHartman

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From: [REDACTED] on behalf of [Sarah Sorscher](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Uber restrictive language
Date: Tuesday, July 10, 2012 11:53:51 AM

Maybe this was all just one of her joke proposals.

<http://greatergreaterwashington.org/post/14783/cheh-releases-joke-budget-proposals/>

Sarah

On Tue, Jul 10, 2012 at 11:07 AM, Zachary Hartman <[REDACTED]> wrote:

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All the best -

Zach

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[daveweigel](#) @daveweigel

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[REDACTED]
[from mobile]

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Uber restrictive language
Date: Tuesday, July 10, 2012 11:07:54 AM

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[REDACTED]

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From: [REDACTED] on behalf of [Karen Travers](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language
Date: Tuesday, July 10, 2012 10:34:32 AM

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Joseph Martin

[REDACTED]
[from mobile]

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From: [REDACTED] on behalf of [Jeff Standish](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Uber restrictive language
Date: Tuesday, July 10, 2012 10:32:24 AM

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[daveweigel](#) @daveweigel

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Joseph Martin

[REDACTED]
[from mobile]

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From: [REDACTED] on behalf of [Charles Matiella](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff
Date: Tuesday, July 10, 2012 2:49:20 PM

Yes...there is a strip club on the next block. The strip club and the barS are equally as bad if you ask me. However, when I walk past the strip club, I don't see hundreds of cigarette butts.

What is your point?

C

From: David Freddoso <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 2:18 PM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff

Isn't there a strip club on the next block? Are the bars really worse than that?

On Tue, Jul 10, 2012 at 12:04 PM, Charles Matiella <[REDACTED]> wrote:

This is GREAT news. I use the service and love it.

Now if we can just get the city to stop issuing liquor licenses for the 3500 & 3600 blocks of Georgia Avenue. I live at the intersection of Princeton Place, and Georgia Avenue and all I hear is noise from the three bars that are next door to each other...the Looking Glass, the Blue Banana and some other spot. The noise is horrible, hundreds of cigarette butts are all over the ground in front of the establishments? They are NOT helping our community. Whatever happend to a nice dine in restaurant?

Oh...and then there is the parking. Once upon a time I could find parking at the corner in front of my home of 10 years. Now I have to park a block away. I'm tired of this BS.

My quality of life has definately decreased because of the bars. I don't want my neighborhood to turn into a party spot like the U Street corirdor or Adams Morgan.

Sinderely,
Frustrated Resident of SMD 1A08

From: Zachary Hartman <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:07 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

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[REDACTED]

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--

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From: [REDACTED] on behalf of [David Freddoso](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff
Date: Tuesday, July 10, 2012 2:19:05 PM

Isn't there a strip club on the next block? Are the bars really worse than that?

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From: Zachary Hartman <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:07 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

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From: [REDACTED] on behalf of [Matt Gever](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff
Date: Tuesday, July 10, 2012 1:03:47 PM

Get off my lawn!

From: Charles Matiella <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 12:04 PM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff

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To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:07 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

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From: [REDACTED] on behalf of [Charles Matiella](#)
To: [REDACTED]
Subject: Re: [Petworth] Evans moving to strike Über restrictive language & Stuff
Date: Tuesday, July 10, 2012 12:04:42 PM

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Cc: [Bowser, Muriel \(COUNCIL\)](#); [Gold, Judi \(COUNCIL\)](#); [Hawkins, Robert \(COUNCIL\)](#)
Subject: Re: [Petworth] Re: CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 9:48:22 AM

I use Uber all the time. It is a revolution in taxi/car service. You don't have to call and hope, you can actually see where the driver is and exactly how long they will take to get there prior to accepting the ride. You can also view the drivers ratings and reviews and accept, or not accept, a ride from them based on their performance. The drivers can also do the same for customers and if riders abuse the drivers, then they don't have to come and get them. This is why drivers will come to Ward 4, or anywhere else for that matter - because they know exactly who they are picking up. The cars are nice and clean and all the drivers are friendly and courteous and payment is hassle free and your tip is included. While you do pay a slight premium, it is worth it in my opinion. Anyone who thinks otherwise is welcome to call a cab and hope they come, or hail one off the street. At the same time, this more economical, all-hybrid fleet will expand their market and make Uber service even more affordable for all families in DC.

This is innovation and how the market place is supposed to work. While taxis in DC and other metro areas have held their markets and consumers hostage through regulation and medallions, rather than innovation and improved quality of service, Uber has found a way to reduce overhead, improve efficiency, and increase the quality of their product to compete and drive (no pun intended) the market to a better place for consumers.

The Taxi Modernization Bill isn't just about Uber though. It also includes mandates on other traditional cab drivers to include things like GPS and credit card processors. These upgrades should be decided by the customers or the driver/owners - I have passed on many a cab that did not accept credit cards, but that was my choice - not a bureaucracy that seeks to push down additional costs on operators and then try to impose price controls that either hurt working families or make it difficult for operators to recoup their investment.

Tomorrow night at the ANC meeting, we will have an opportunity to discuss this issue with CM Bowser, or a member of her staff. In the past she has taken a pragmatic approach to balancing the needs of businesses, consumers, and the city. I hope that she will do the same here.

If she already knows where she will stand on this issue, I would welcome her and/or a member of her staff to share the CM's position here. They have been CCed.

Thanks if you took the time to read this.

All the best -

Zach

On Tue, Jul 10, 2012 at 4:41 AM, wayan_vota <[REDACTED]> wrote:

I've actually never used Uber, but I've also given up on catching a cab from Petworth. I now drive to downtown meetings & Dulles because I've been late so often after waiting for Yellow Cab, which doesn't show, and then walking to Georgia and waiting for 20 minutes for a random cab to drive by.

That the City Council would want to protect the cabbie industry's non-service of Ward 4 (or any Ward outside of downtown) really disappoints me.

Wayan

--- In [REDACTED] Graeme King <graeme.king@...> wrote:

>
> Although I don't use Uber very often I think they offer a great alternative
> to the DC taxi and should be allowed to compete fairly in the marketplace.
> Their new 'lower cost service' using an all hybrid fleet should be welcomed
> by the city - not taxed out of business in favor of a monopoly. I've lost
> count on the number of times that I have to tell a DC cab driver where
> Petworth is on a map. Uber offers a valuable service and can only help
> encourage competition and a better service for Uber and cab users alike.
> Just look at the changes in the works for our cabs less than 1 year since
> Uber started in DC.
>

--
[Zachary Hartman](#)
Commissioner
SMD 4C-09

ANC 4C
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[REDACTED]
Twitter: @ZacharyHartman
Instagram: ZacharyHartman
[REDACTED]

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From: [REDACTED] on behalf of [Keith J](#)
To: [REDACTED]
Subject: [Petworth] Re: CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:35:25 AM

I don't think residents of ward 4 should get their hopes up. Remember if you will that MBowser's campaign in 2008 had money orders with names of taxi cab companies mis-spelled that originated as cash donations. The article bringing this to light was published in the city paper. With ties such as this, I find it unusual that she would now vote against their lobbying efforts. Perhaps she will have a change of mind and vote for something that her constituents really want and need.
But let's hope!

Keith Jarrell

--- In [REDACTED] Matt Gever <mgever@...> wrote:

>
> In summary, Council Member Bowser, your constituents do not support this bill. Voting for this bill would verify that the Council cares more about a special interest group than its own citizens.
>
> Sent from my iPhone
>
> On Jul 10, 2012, at 7:47 AM, Sean Wieland <smwieland@...> wrote:
>
> > I have not used Åæber but have many friends who do and like the service. I do not support this legislation as stated below. Åæber is a car service that has embraced technology to make it easier for customers to reserve a car.
> >
> > If the taxi cab commission feels Åæber is unfair they should look at their practices to see how they can win back customers. Åæber has been successful because of availability and customer service.
> >
> > -Sean
> >
> > Sent from my iPhone 4S
> >
> > On Jul 9, 2012, at 8:39 PM, "wayan_vota" <wayan@...> wrote:
> >
> >> Muriel,
> >>
> >> It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.
> >>
> >> The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:
> >>
> >> (c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR Å§ 801.3 (a).
> >>
> >> I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.
> >>
> >> With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.
> >>
> >> Wayan
> >>
> >> More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>
> >>
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>

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From: [REDACTED] on behalf of [wayan_vota](#)
To: [REDACTED]
Subject: [Petworth] Re: CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 4:41:22 AM

I've actually never used Uber, but I've also given up on catching a cab from Petworth. I now drive to downtown meetings & Dulles because I've been late so often after waiting for Yellow Cab, which doesn't show, and then walking to Georgia and waiting for 20 minutes for a random cab to drive by.

That the City Council would want to protect the cabbie industry's non-service of Ward 4 (or any Ward outside of downtown) really disappoints me.

Wayan

--- In [REDACTED] Graeme King <graeme.king@...> wrote:

>
> Although I don't use Uber very often I think they offer a great alternative
> to the DC taxi and should be allowed to compete fairly in the marketplace.
> Their new 'lower cost service' using an all hybrid fleet should be welcomed
> by the city - not taxed out of business in favor of a monopoly. I've lost
> count on the number of times that I have to tell a DC cab driver where
> Petworth is on a map. Uber offers a valuable service and can only help
> encourage competition and a better service for Uber and cab users alike.
> Just look at the changes in the works for our cabs less than 1 year since
> Uber started in DC.
>

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From: [REDACTED] on behalf of [jergiffo](#)
To: [REDACTED]
Subject: [Petworth] Re: Evans moving to strike "ber restrictive language & Stuff
Date: Tuesday, July 10, 2012 1:55:27 PM

I guess it could be all about how you view a place. Both DC Reynolds and Looking Glass have full menus and good food. We have linen napkins!!!! haha so I guess it's all in what you want to call us. Bar or Restaurant. I'll tell you this the poboy at LGL is great and we have an awesome brunch.

--- In [REDACTED] Charles Matiella <cmatiella@...> wrote:

>
> Hi Sarah....I didn't say trash. I
> was very specific and said cigarette butts.
> But, you are correct in stating that most of the trash is coming
> from the carryout spots.
> People leave trash on my stoop almost daily....trash from the carryouts and the somewhat new Jamaican spot...the Lion's Den.
> ^
> Again....why not have a few sit down restaurants in
> the neighborhood?

> C

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> From: Sarah Sorscher <sesorscher@...>

> To: [REDACTED]

> Sent: Tuesday, July 10, 2012 1:33 PM

> Subject: Re: [Petworth] Re: Evans moving to strike "ber restrictive language & Stuff

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>

> ^

>

> I'd be surprised to hear that these three bars are creating trash. Nearly all of the trash I have seen in the neighborhood comes from

> carryout food containers and drink bottles from the small convenience stores!

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> DC Reynolds needs a bigger sign! I've been hearing about you guys for months now but still don't know for sure where you are actually

> located :)

>

> Sarah

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> >Hey Charles, as a partner in the "other spot" DC Reynolds, I am surprised to hear this complaint. Georgia Ave has always been a

> commercial corridor for the city. I've lived off Georgia Ave my whole life and view it as getting better and better as time goes by.

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> >To address the concerns you raise I can only speak for the place I operate, but I do not think you can pin parking issues on the bars. It would surprise me that people are driving to this neighborhood for these establishments. Now of course they should, cause we're awesome, but the fact of the matter is that we're all catering to the residents that live close to us. If you have walked past the three bars lately you will in fact see additional bike racks we helped get installed with the help of ANC Commissioner Boese because they were greatly needed. In addition my bar has joined in on Park View cleanup day, we attend ANC 1A meetings regularly to listen to issues the residents may have, as well as the Park View Civic Association meetings. We are working with Juan Barragan from the mayors office to get petitions signed for rat poisoning on private property, and we recently held a town hall for newer residents of the city to educate them on Wards, SMDs,

> ANCs, 311 vs 911, and other issues. We are also working with DDOT and Commisioner Boese to get the alley behind 3600 Georgia Ave repaved for the benefit of the residents who live on New Hampshire and whom directly back up to our restaurants and bars. I am also a founding member of the Georgia Avenue Business Alliance (made up unfortunately of almost all restaurants and bars because other business don't seem interested in getting involved).

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> >In sincerity though I welcome meeting with you as a former commissioner to see how we can be doing better.

> >

> >Jeremy

> >

> >
> >--- In <mailto:Petworth%40yahoogroups.com>, Charles Matiella <cmatiella@> wrote:
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> >> This is GREAT news.Ã,Ã I use the service and love it.
> >> Ã,Ã
> >> Now if we can just get the city to stop issuing liquor licenses for the 3500 & 3600 blocks of Georgia Avenue.Ã,Ã I live at the intersection of Princeton Place, and Georgia Avenue and all I hear is noise from the three bars that are next door to each other...the Looking Glass, the Blue Banana and some other spot.Ã,Ã The noise is horrible, hundreds of cigarette butts are all over the ground in front of the establishments?Ã,Ã They are NOT helping our community.Ã,Ã Whatever happen to a nice dine in restaurant?
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> >> Ã,Ã
> >> Ã,Ã
> >> Sinderely,
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> >>
> >>
> >> _____
> >> From: Zachary Hartman <zachfor4c09@>
> >> To: <mailto:Petworth%40yahoogroups.com>
> >> Sent: Tuesday, July 10, 2012 11:07 AM
> >> Subject: Re: [Petworth] Evans moving to strike ÃfÃ"ber restrictive language
> >>
> >>
> >> Ã,Ã
> >>
> >> That is great news.Ã,Ã At the same time, this is not the first time, nor the only vehicle (again, no pun intended) through which the city imposes its will on business owners and consumers alike.Ã,Ã If we want true innovation and a business environment that rewards innovators and provides and equal opportunity for success, regardless of business size or political influence, we must remain vigilant and eliminate this micromanaging of industries in DC.
> >>
> >> I wonder if there are still onerous hardware update requirements in the bill? I am pleased that the Uber issue has rallied the troops and enabled us to better understand how the Taxi Cab Commission and taxi industry manipulates the marketplace, but we should not be requiring driver/operators - or business owners of any industry - to purchase equipment they do not think they need to compete, or for soundly based consumer safety reasons.Ã,Ã As I said before, these costs will either be imposed on the business owners or their consumers.Ã,Ã
> >>
> >> It is foolish to think that these costs will dissipate unnoticed throughout the economy.Ã,Ã These costs are resources that can be used on things in our economy that have real value, rather than expenses imposed on consumers by the city.
> >>
> >> Also, when you we go to the ballot in November, we should not allow any candidate to leave any ambiguity about where they stand on this issue.
> >>
> >> All the best -
> >>
> >> Zach
> >>
> >>
> >> On Tue, Jul 10, 2012 at 10:33 AM, Karen Travers <karentravers@> wrote:
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> >> >Ã,Ã
> >> >Here is a quote from Cheh, per the WP's Tim Craig:
> >> >
> >> >
> >> >"We will do it straight up," Mary Cheh said. "Rather than ram something through, we can make a separate bill" this fall
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> >> >
> >> >On Tue, Jul 10, 2012 at 10:32 AM, Jeff Standish <jeff.standish@> wrote:
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> >> >
> >> >>Ã,Ã
> >> >>according to the tweet below, the bill has been stripped of the minimum fare language
> >> >>
> >> >>
> >> >>>daveweigelÃ,Ã Ãcã,- @daveweigel
> >> >>>RTÃ,Ã @timcraigpost: Breaking:Ã,Ã UberÃ,Ã reform being stripped from DC taxi bill. Will move as separate bill this fall

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From: [REDACTED] on behalf of [jergiffo](#)
To: [REDACTED]
Subject: [Petworth] Re: Evans moving to strike Åæber restrictive language
Date: Tuesday, July 10, 2012 1:35:15 PM

If you like comedy you can check out Blue Banana tonight. Local comedian's doin there thing on Georgia Ave. See how nice it could be to have entertainment within walking distance.

--- In [REDACTED] Charles Matiella <[cmatiella@...](#)> wrote:

>
> LOL...I have no problem with
> having a bar across the street from me. The problem that I have is with the
> filth and the noise. Why do we need three bars within 20 feet of each other on
> the same street? We don't...not in a residential neighborhood.
> As for CM Cheh, I don't have an issue with humor....but the city
> council is NOT the place to waste my tax dollars with fictitious budgets. We
> need our politicians to run the city....not for humor. If I want comedy, I will
> check out the DC Improv....not the DC City Council.
> As for Georgia Ave being dangerous....show
> me one street in DC upon which I can walk with 100% assurance that I will be
> fall victim to some type of crime? THERE ARE NONE!
> I love
> revitalization.....let's just do it sensibly.Â Three bars back to back is not sensible.
> Â
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> _____
> From: Gabriel Acevedo <[gabrielacevedo@...](#)>
> To: [REDACTED] <[REDACTED]>
> Sent: Tuesday, July 10, 2012 12:50 PM
> Subject: Re: [Petworth] Evans moving to strike Åæber restrictive language
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> Charles,
> Â

> I,Â like many others on here,Â agree with you on the Uber Amendment, whichÂ CM ChehÂ has already struck from the bill due to hostile community reaction, but there is nothing wrong with her injecting humor into the political climate. If more politicians on Capitol Hill had a sense of humor, that place would probably not be so divided. I know Ms. Cheh takes her job on the DC Council seriously, but I think it's a good thing when politicians like her don't take herself so seriously.
> Â

> Also, I am sorry to hear about yourÂ frustrations with the noise on Georgia Ave.Â That said, Georgia Ave. was never meant to be a quiet city street. There was a push to revitalize it when Clinton first came to office, but that never came to fruition. When I first moved to Petworth, Georgia Ave. was pretty barren and dangerous. (still can be dangerous at certain times), but I frankly think those three bars you mention, along with Chez Billy's, Fusion, QualiaÂ Coffee, Have done wonders to thatÂ area.
> Â

> GabeÂ
>
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> _____

> From: Charles Matiella <[cmatiella@...](#)>
> To: [REDACTED] <[REDACTED]>
> Sent: Tuesday, July 10, 2012 12:18 PM
> Subject: Re: [Petworth] Evans moving to strike Åæber restrictive language
>
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> Â
>
> My goodness....are all politicians trapped in a "Do-Nothing" bubble? Â I mean, the U.S. House of Representatives is voting to repeal the Patient Protection and Affordable Care Act (Obamacare) for about the 30th time.Â Â They know damn well that the Senate is going to kill the bill.
> Donâ€™t they have anything better to do? I can think of a few things like doing something with the crazy and unbalanced tax code that we have here in the USA. Or...maybe they can take a hard look at our wonderful education system.
> Now, we have Councilmember Mary Cheh joking around with budget proposals? People...haven't we had enough? Our federal and local officials are NOT serving us justly.
> It's time for a revolution against the hypocrisy of our elected officials.
>
>
>
> _____

> From: Sarah Sorscher <[sesorscher@...](#)>

> To: [REDACTED]
> Sent: Tuesday, July 10, 2012 11:53 AM
> Subject: Re: [Petworth] Evans moving to strike Åœber restrictive language
>
>
> Å
> Maybe this was all just one of her joke proposals.
>
> <http://greatergreaterwashington.org/post/14783/cheh-releases-joke-budget-proposals/>
>
> Sarah
>
>
> Å
> On Tue, Jul 10, 2012 at 11:07 AM, Zachary Hartman <zachfor4c09@...> wrote:
>
>
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> > Also, when you we go to the ballot in November, we should not allow any candidate to leave any ambiguity about where they stand on this issue.
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> > > > >
> > > > > Å
> > > > > > Tweet just arrived:
> > > > > >
> > > > > > @Uber: RT @Uber_DC:
> > > > > >
> > > > > > @jackevansward2 has introduced an amendment that STRIKES DOWN the minimum fare language. Tweet/call the council to support his amendment!

> >>>>
> >>>>Joseph Martin
> >>>>[REDACTED]
> >>>>[from mobile]
> >>>
> >>
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> >
> >
> >--
> >Zachary Hartman
> >Commissioner
> >SMD 4C-09
> >
> >ANC 4C
> >801 Shepherd St. NW
> >Washington, DC 20011
> >ZachFor4C09@...
> >Twitter: @ZacharyHartman
> >Instagram: ZacharyHartman
> >[REDACTED]
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From: [REDACTED] on behalf of [Charles Matiella](#)
To: [REDACTED]
Subject: Re: [Petworth] Re: Evans moving to strike Åceber restrictive language & Stuff
Date: Tuesday, July 10, 2012 1:47:36 PM

Hi Sarah....I didn't say trash. I was very specific and said cigarette butts. But, you are correct in stating that most of the trash is coming from the carryout spots.

People leave trash on my stoop almost daily....trash from the carryouts and the somewhat new Jamaican spot...the Lion's Den.

Again....why not have a few sit down restaurants in the neighborhood?

C

From: Sarah Sorscher <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 1:33 PM
Subject: Re: [Petworth] Re: Evans moving to strike Åceber restrictive language & Stuff

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Sarah

On Tue, Jul 10, 2012 at 1:29 PM, jergiffo <[REDACTED]> wrote:

Hey Charles, as a partner in the "other spot" DC Reynolds, I am surprised to hear this complaint. Georgia Ave has always been a commercial corridor for the city. I've lived off Georgia Ave my whole life and view it as getting better and better as time goes by.

To address the concerns you raise I can only speak for the place I operate, but I do not think you can pin parking issues on the bars. It would surprise me that people are driving to this neighborhood for these establishments. Now of course they should, cause we're awesome, but the fact of the matter is that we're all catering to the residents that live close to us. If you have walked past the three bars lately you will in fact see additional bike racks we helped get installed with the help of ANC Commissioner Boese because they were greatly needed. In addition my bar has joined in on Park View cleanup day, we attend ANC 1A meetings regularly to listen to issues the residents may have, as well as the Park View Civic Association meetings. We are working with Juan Barragan from the mayors office to get petitions signed for rat poisoning on private property, and we recently held a town hall for

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Not to pat ourselves on the back to much, but I don't see a lot of other industries putting in the work we do to make Georgia Avenue the Great Street it should be. Can we do better, of course, we started by not dumping trash at 3am and disturbing the neighbors. I encourage feedback from the community on ways we can co-exist and have a great community.

I will admit to showing The Princess Bride last night on our patio. This may be our greatest sin, we will however make up for it by showing Weekend at Bernie's next Monday evening.

In sincerity though I welcome meeting with you as a former commissioner to see how we can be doing better.

Jeremy

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> Sinderely,

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> Subject: Re: [Petworth] Evans moving to strike Æber restrictive language

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> --
> Zachary Hartman
> Commissioner
> SMD 4C-09
>
> ANC 4C
> 801 Shepherd St. NW
> Washington, DC 20011
> ZachFor4C09@...
> Twitter: @ZacharyHartman
> Instagram: ZacharyHartman
> [REDACTED]
>

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From: [REDACTED] on behalf of [Sarah Sorscher](#)
To: [REDACTED]
Subject: Re: [Petworth] Re: Evans moving to strike Æber restrictive language & Stuff
Date: Tuesday, July 10, 2012 1:34:18 PM

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> Frustrated Resident of SMD 1A08
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> To: [REDACTED]
> Sent: Tuesday, July 10, 2012 11:07 AM
> Subject: Re: [Petworth] Evans moving to strike Æber restrictive language
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> 
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From: [REDACTED] on behalf of [jergiffo](#)
To: [REDACTED]
Subject: [Petworth] Re: Evans moving to strike Æber restrictive language & Stuff
Date: Tuesday, July 10, 2012 1:29:27 PM

Hey Charles, as a partner in the "other spot" DC Reynolds, I am surprised to hear this complaint. Georgia Ave has always been a commercial corridor for the city. I've lived off Georgia Ave my whole life and view it as getting better and better as time goes by.

To address the concerns you raise I can only speak for the place I operate, but I do not think you can pin parking issues on the bars. It would surprise me that people are driving to this neighborhood for these establishments. Now of course they should, cause we're awesome, but the fact of the matter is that we're all catering to the residents that live close to us. If you have walked past the three bars lately you will in fact see additional bike racks we helped get installed with the help of ANC Commissioner Boese because they were greatly needed. In addition my bar has joined in on Park View cleanup day, we attend ANC 1A meetings regularly to listen to issues the residents may have, as well as the Park View Civic Association meetings. We are working with Juan Barragan from the mayors office to get petitions signed for rat poisoning on private property, and we recently held a town hall for newer residents of the city to educate them on Wards, SMDs, ANCs, 311 vs 911, and other issues. We are also working with DDOT and Commissioner Boese to get the alley behind 3600 Georgia Ave repaved for the benefit of the residents who live on New Hampshire and whom directly back up to our restaurants and bars. I am also a founding member of the Georgia Avenue Business Alliance (made up unfortunately of almost all restaurants and bars because other business don't seem interested in getting involved).

Not to pat ourselves on the back too much, but I don't see a lot of other industries putting in the work we do to make Georgia Avenue the Great Street it should be. Can we do better, of course, we started by not dumping trash at 3am and disturbing the neighbors. I encourage feedback from the community on ways we can co-exist and have a great community.

I will admit to showing The Princess Bride last night on our patio. This may be our greatest sin, we will however make up for it by showing Weekend at Bernie's next Monday evening.

In sincerity though I welcome meeting with you as a former commissioner to see how we can be doing better.

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> [REDACTED]

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From: [REDACTED] on behalf of [Zachary Hartman](#)
To: [REDACTED]
Subject: Re: [Petworth] Taxi drivers threatening to strike
Date: Tuesday, July 10, 2012 2:21:08 PM

Per this article and video from the Examiner, <http://washingtonexaminer.com/d.c.-taxi-drivers-threaten-strike/article/2501228>, it is important to note that the Drivers are upset about protecting privacy and other mandates.

Taxi cab drivers are all-to-familiar with the heavy hand of government, and it does not appear that their threat to strike is over the Uber issue...at least from what I have seen.

All the best -

Zach

On Tue, Jul 10, 2012 at 1:14 PM, Sean Wieland <[REDACTED]> wrote:

Agreed! The taxi cab commission should recognize they need us more than we need them. I welcome Über and any other alternative to a DC taxi cab. Competition is good!

If the taxi cab commission feels threatened they need to be innovative in improving service, attracting/retaining customers and they need to embrace new technology.

-Sean

Sent from my iPad

On Jul 10, 2012, at 12:31 PM, Nagore Goitiandia <[REDACTED]> wrote:

Great, let them strike. We can all use Uber.

On Tue, Jul 10, 2012 at 12:01 PM, Joseph Martin <[REDACTED]> wrote:

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From: Sarah Sorscher <[REDACTED]>
To: [REDACTED]
Sent: Tuesday, July 10, 2012 11:53 AM
Subject: Re: [Petworth] Evans moving to strike Über restrictive language

Maybe this was all just one of her joke proposals.

<http://greatergreaterwashington.org/post/14783/cheh-releases-joke-budget-proposals/>

Sarah

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[REDACTED]

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From: [REDACTED] on behalf of [Sean Wieland](#)
To: [REDACTED]
Cc:
Subject: Re: [Petworth] Taxi drivers threatening to strike
Date: Tuesday, July 10, 2012 1:14:34 PM

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From: [REDACTED] on behalf of [Nagore Goitiandia](#)
To: [REDACTED]
Subject: Re: [Petworth] Taxi drivers threatening to strike
Date: Tuesday, July 10, 2012 12:31:45 PM

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [REDACTED]
Subject: [Petworth] Taxi drivers threatening to strike
Date: Tuesday, July 10, 2012 12:01:59 PM

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From: [REDACTED] on behalf of [b.k](#)
To:
Subject: [Petworth] Uber
Date: Tuesday, July 10, 2012 10:04:25 AM

a note to the DC Council:

"Punitive government intervention will reflect poorly on your record"

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED]
Subject: [Petworth] Uber about to offer hybrids [1 Attachment]
Date: Tuesday, July 10, 2012 3:13:04 PM

[Attachment(s) from Joseph Martin included below]

Another interesting twist on Uber's competitive, entrepreneurial spirit:

<http://www.nytimes.com/2012/07/02/technology/uber-a-car-service-smartphone-app-plans-cheaper-service.html>

I have attached a PDF version of the story for those who cannot access the full NYT story.

Watching the Council debate while doing desk work...

- CM Yvette Alexander notes that Uber is attentive to Ward 7 residents when Ward 7 residents feel underserved by conventional cabs.
- CM David Catania notes, in response to complaints about Uber not being regulated, that if more regulation meant better service, we should have the best cab service in the nation.
- CM Marion Barry notes it's "hard to impossible" to get a cab in Southeast - which begs lots of questions about his support for the taxi industry.

JM

Attachment(s) from Joseph Martin

1 of 1 File(s)



Uber, an App That Summons a Car, Plans a Cheaper Service - NYTimes.com.pdf

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [Petworth PetworthLS](#); [REDACTED]
Subject: [Petworth] Uber issue update
Date: Tuesday, July 10, 2012 2:31:49 PM

Council taking up Uber issue.

Martin Austermuhle @dcist_martin

Evans, Wells, Catania, and Brown intro amendment that would essentially legalize Uber.

CM Mary Cheh wants hearings in November....

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From: [REDACTED]
To: [REDACTED]
Subject: [ShawNeighborhood] Digest Number 1933
Date: Tuesday, July 10, 2012 4:20:54 AM



Shaw Neighborhood List Group

17 New Messages

Digest #1933

- 1a [Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighbor](#) by "Martin" cccaprez
- 1b [FW: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Becomi](#) by "Sam Shipley" shipsa01
- 1c [Re: FW: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Be](#) by "richard rogers" rrwashingtondc2000
- 1d [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "Sam Shipley" shipsa01
- 1e [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "richard rogers" rrwashingtondc2000
- 1f [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "Sam Shipley" shipsa01
- 1g [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "Sam Shipley" shipsa01
- 1h [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "cccaprez" cccaprez
- 1i [Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig](#) by "Cecilia Jones" caj2020
- 1j [Re: FW: \[ShawNeighborhood\] Fwd: Are You Called to Serve? Consider Be](#) by "Cecilia Jones" caj2020
- 2 [Puppies and Ice Cream!](#) by "Green Paws" greenpawsdC
- 3 [Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr](#) by "Miguel Ayala"
- 4a [water parks / N St Park arrests](#) by "Martin" cccaprez
- 4b [Re: water parks / N St Park arrests](#) by "[REDACTED]" rrwashingtondc2000
- 4c [Re: water parks / N St Park arrests](#) by "cccaprez" cccaprez
- 5 [community activist predicts VIOLENCE](#) by "richard rogers" rrwashingtondc2000
- 6 [CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Joseph Martin" josephmartindc

1a **Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighbor**

Mon Jul 9, 2012 5:15 am (PDT) . Posted by: "Martin" cccaprez

fyi

-----Original Message-----

From: Cecilia Jones <[REDACTED]>
To: undisclosed-recipients:;
Sent: Sun, Jul 8, 2012 7:16 pm
Subject: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

As active, concerned members of the community we have certain responsibilities to ourselves and to each other. We should become knowledgeable about how to request city services (speed humps, zoned parking, special trash pick-ups, graffiti removal, street light repairs, etc.) We should also understand the laws that affect local businesses. We should understand the roles and responsibilities of government agencies in matters of public safety, zoning, nuisance properties, licensing for establishments serving alcoholic beverages, halfway houses, etc. These are the things that affect our day-to-day lives and our property values.

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5 New Members	>
We are making changes based on your feedback, Thank you !	
Submit Feedback	>

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Let's be heard--it's up to us.

Thanks and enjoy the rest of your weekend,

Cecilia

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www.nwchca.org
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1b **FW: [ShawNeighborhood] Fwd: Are You Called to Serve?
Consider Becomi**

Mon Jul 9, 2012 8:25 am (PDT) . Posted by: "Sam Shipley" shipsa01

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[REDACTED]
@shipsa01

To: [REDACTED] MarionStreetNeighbors@yahoogroups.com
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To: [\[REDACTED\]](#)
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1d **Re: Fwd: Are You Called to Serve? Consider Becoming an
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Mon Jul 9, 2012 8:36 am (PDT) . Posted by: "Sam Shipley" shipsa01

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Mon Jul 9, 2012 8:57 am (PDT) . Posted by: "[Sam Shipley](#)" [shipsa01](#)

Well considering that Jack split Shaw between Wards 1, 2 and 6, I don't see how it could be. :-)

To: [REDACTED]
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Date: Mon, 9 Jul 2012 08:34:15 -0700
Subject: Re: FW: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

the northerly portion of Swampoodle(north of Mass. Ave. NW) is 6E ...let us never forget this mr sam :)

--- On Mon, 7/9/12, Sam Shipley <[REDACTED]> wrote:

From: Sam Shipley <[REDACTED]>
Subject: FW: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner
To: [REDACTED]
Cc: "Shaw Neighborhood" <[REDACTED]> "MVS Neighborhood" <[REDACTED]>
Date: Monday, July 9, 2012, 11:25 AM

Hi Cecelia - I am not running for ANC, but wanted to make sure the information I send out is correct before it goes to our neighborhood association.

When I typed my address into the DC Citizen Atlas Report webform (as linked to below) I received the wrong information. It said that for my address, I will be in ANC 6C. That is not the correct ANC after redistricting. It should be 6E, which is the new Mount Vernon Square / O Street Market / Marion Street Neighborhood ANC. 6C will be the future Swampoodle / NoMa ANC.

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Thanks,
Sam Shipley

President
Mount Vernon Square Neighborhood Association
[REDACTED]
@shipsa01

To: [REDACTED] MarionStreetNeighbors@yahoogroups.com
From: [REDACTED]
Date: Mon, 9 Jul 2012 08:15:16 -0400
Subject: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

fyi

-----Original Message-----

From: Cecilia Jones <[REDACTED]>

To: undisclosed-recipients;;

Sent: Sun, Jul 8, 2012 7:16 pm

Subject: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

As active, concerned members of the community we have certain responsibilities to ourselves and to each other. We should become knowledgeable about how to request city services (speed humps, zoned parking, special trash pick-ups, graffiti removal, street light repairs, etc.) We should also understand the laws that affect local businesses. We should understand the roles and responsibilities of government agencies in matters of public safety, zoning, nuisance properties, licensing for establishments serving alcoholic beverages, halfway houses, etc. These are the things that affect our day-to-day lives and our property values.

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Important 2012 Dates:

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Let's be heard--it's
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Public Safety Chair, Advisory Neighborhood Commission 1A

██████████ (cell)

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1g **Re: Fwd: Are You Called to Serve? Consider Becoming an
Advisory Neig**

Mon Jul 9, 2012 10:56 am (PDT) . Posted by: "Sam Shipley" shipsa01

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ANC6E map attached.) According to Simon, petitions will be due in August; the DCBOEE will distribute accurate voter lists available despite not having the new maps yet.

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- Sam Shipley

Date: Mon, 9 Jul 2012 12:50:50 -0400

Subject: Re: FW: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming an Advisory Neighborhood Commissioner

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

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Cecilia

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1h **Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig**

Mon Jul 9, 2012 1:00 pm (PDT) . Posted by: "cccaprez" cccaprez

The very friendly and professional staff at DCBOEE have computers at their desks and are confirming the accurate Ward ANC SMD information *before* they accept each candidates's certification documents. They also have updated maps and accurate voter lists for 2013.

The person I spoke to actually lives in [6E02] and knew about all the players off the top of her head. She too looks fwd to the day when most of these forms can be completed online.

--- In [REDACTED] Sam Shipley <sas821@...> wrote:

>

>

> Hi Cecilia - Martin provided this link (within the paragraph) last week:

>

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> Date: Mon, 9 Jul 2012 12:50:50 -0400
> Subject: Re: FW: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider
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> From: cecilia.a.jones@...
> To: sas821@...
> CC: [REDACTED]
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> @shipsa01
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> To: [REDACTED] [MarionStreetNeighbors@yahoogroups.
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> From: MoultonM@...
> Date: Mon, 9 Jul 2012 08:15:16 -0400
> Subject: [ShawNeighborhood] Fwd: Are You Called to Serve? Consider Becoming
an Advisory Neighborhood Commissioner
>
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> fyi

> From: Cecilia Jones <cecilia.a.jones@...>

> Sent: Sun, Jul 8, 2012 7:16 pm

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[illegible]

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1i **Re: Fwd: Are You Called to Serve? Consider Becoming an Advisory Neig**

Mon Jul 9, 2012 3:23 pm (PDT) . Posted by: "Cecilia Jones" [caj2020](#)

Thanks for the info. Still seems a little confusing. It's really too bad that the DCBOEE does not have the new maps posted on their site by now and that DC Atlas doesn't reflect the changes yet. People need to know.

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> July 9th ♦ Nominating Petitions are available.
> August 8th ♦ Nominating Petitions are due. Petition Requirements: 25
> signatures of registered voters from the candidate's Single Member District.
> November 6th ♦ General Election for ANC Commissioners and other races
>
> ***Note: ANCs are non-partisan so there is no primary, just the General
> Election on November 6th. The position of Advisory Neighborhood
> Commissioner is unpaid, and can be very demanding.*
>
> Please talk about the upcoming ANC election among your neighbors and
> friends. Please go to the next ANC Meeting in your area:
> <http://anc.dc.gov/anc/site/default.asp>
>
> Block Captains: Please forward this e-mail to your block lists, or those
> you feel might be interested. Time will run short, and there's so much that
> can be done with the support of a strong ANC. The ANC controls grant
> funding for local projects and represents our interests to the City Council
> and other DC and Federal Agencies.
>
> Let's be heard--it's up to us.
>
> Thanks and enjoy the rest of your weekend,
>
> Cecilia
>
> --
> Cecilia Jones
> President, Northwest Columbia Heights Community Association (NWHCA)
> Public Safety Chair, Advisory Neighborhood Commission 1A
> [REDACTED] (cell)
> www.nwchca.org
> Facebook: <https://www.facebook.com/groups/147678969694/>
> Twitter: @nwchca_dc
>
> ♦First they ignore you, then they laugh at you, then they
> fight you, then you win.♦ --Mahatma Gandhi
>
>
>

--
Cecilia Jones
President, Northwest Columbia Heights Community Association (NWHCA)
Public Safety Chair, Advisory Neighborhood Commission 1A
[REDACTED] (cell)
www.nwchca.org
Facebook: <https://www.facebook.com/groups/147678969694/>

Twitter: @nwchca_dc

◆First they ignore you, then they laugh at you, then they fight you, then you win.◆ --Mahatma Gandhi

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2 **Puppies and Ice Cream!**

Mon Jul 9, 2012 8:12 am (PDT) . Posted by: ["Green Paws" greenpawsdc](#)

Hi, folk! Just wanted to send out a final reminder about our big event on Saturday! Puppies, ice cream and photography -- all for a good cause. Please try to stop by - we'd love to see you!

Atila & Lisa

Owners, Green Paws/Bacio Pizzeria

Say 'Treats!'

Reserve your spot now for July 14 -- Houndstooth Photography at Green Paws! Say 'Treats!' Pet Portraits, Ice Cream Social & City Dogs Rescue Fundraiser

Green Paws

DATE: July 14, 2012

TIME: 3 p.m.-6 p.m.

LOCATION: 81 Seaton Place

MORE: There is SO much happening at Green Paws this Saturday!

Gracy Obuchowicz, an award-winning professional photographer and owner of Houndstooth Photography will be on hand capture your dog or cat's best summer pose. We're almost fully reserved, so email us at [REDACTED] to get that last slot or be included on the waiting list. Or just try your luck and drop by!

Sessions, which can include both owner and pet, last about 20 minutes and will produce a variety of images that can be viewed online. Each session is \$65 (plus \$15 for each additional pet), and will include a free high-quality 8x10 photograph or two high-resolution digital files (a \$25 value).

Ten percent of all proceeds will go to City Dogs Rescue. These fabulous folks will also be on hand Saturday with pups seeking a forever home. Just wait until you meet Watson. You'll melt.

Speaking

of melting, we're taking serious precautions in this heat! We have a shaded, fanned area for the pet portraits, lots of ice water AND, in conjunction with Bacio Pizzeria we're combining all this puppy fun with an ice cream social. People ice cream from Moorenkos; pups eat from Yöghund. Yummy flavors for all!

We hope to see you for one or more of these fabulous events Saturday!

Join Our Mailing List!

Green Paws

81 Seaton Place NW

Washington, District of Columbia 20001



Save 10% Sign up for a pet portrait from Houndstooth Photography and receive 10 percent off any item. Offer good on day of pet portrait session only.

Offer Expires: July 14, 2012

Forward this email

This email was sent to [REDACTED] by [REDACTED] |
Update Profile/Email Address | Instant removal with SafeUnsubscribe™ | Privacy
Policy.

Green Paws| 81 Seaton Place NW| second floor| Washington| DC| 20001

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3 **Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr**

Mon Jul 9, 2012 3:23 pm (PDT) . Posted by: "Miguel Ayala"

Sent from my iPhone

Begin forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> Date: July 9, 2012 4:40:52 PM EDT
> To: Miguel Ayala <[REDACTED]>
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
> Reply-To: Travis, Uber CEO <[REDACTED]>
>
> Un-Independence
> On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.
>
> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.
>
> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.
>
>
> Take Action
> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!
> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?
>
> Strike down the MINIMUM FARE language from the Uber Amendment.

>

> Here are the City Council members' contact info. Call/write as many of them as possible!

> Phil Mendelson (Chairman), (202) [REDACTED]

> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh

> Michael Brown, at-large, (202) [REDACTED]

> @cmmichaelabrown

>

> Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1

> Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2

> Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser

> Kenyan McDuffie, Ward 5, (202) [REDACTED]

> @kenyanmcduffie

> Tommy Wells, Ward 6, (202) [REDACTED] @tommywells

> Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma

> Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr

>

> David Catania, at-large, (202) [REDACTED] @cataniapress

> Vincent Orange, at-large, (202) [REDACTED]

> @vincentorangedc

> Keep the #UberDCLove alive. See full blog post here.

>

> Sincerely,

> Travis Kalanick, Uber Co-Founder and CEO

>

>

> To join the #UberDCLove activism team, click here.

>

> Uber Technologies, Inc.

> @Uber_DC

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4a **water parks / N St Park arrests**

Mon Jul 9, 2012 3:25 pm (PDT) . Posted by: "Martin" cccaprez

Hi Sherri,

I heard today that Jack is working with residents to bring a new water park for kids (and dog park for dogs) to residents in the DPR Stead Park area. True / False?

What happened to the water park that has been talked about for YEARS for the Kennedy Rec Center and all the kids in the Shaw area? It's hard to imagine that the KRC is the most popular rec ctr in the District (noted on the CM's web site under RESULTS) being so notorious for violent crime and since the Deanwood (W7) and Takoma (W4) recs and Wilson Pool (W3) as anyone who visits them can tell, have far more visitors every day in addition to being much larger, dynamic and welcoming facilities.

Hi Windy,

As his scheduler, is Jack confirmed to attend the COPE awards on 5th street this weekend? Yes / No? And if so, do you think he would address questions on the crimes (drugs, illegal late night entry arrests) taking place at the park on the 600 b/o N Street where he attended the ribbon cutting a few months ago?

Will he be issuing any public endorsements at that event with the Council Chairman and ANC races coming up?

According to the MPD3D arrest book (available at the station but not online) there were at least seven (7) arrests at the N St Park in the last five days since 5 July: five

unlawful entries, one USCA Possession of Marijuana, one probation violation. Is this a misdemeanor or felony when it took place in a kids park? (If a felony, Mr Aris Omar Herbert, from the 3400 b/o 21st St NE should have a community impact statement filed against him.) Pretty scary that a convicted criminal like Damon Johnson, who lives nearby on the 1300 b/o 7th St, felt an urgent need to break probation and felt as if it was okay to hang around near a children's lot. (I would hate to think that he was looking to buy drugs in the park and that blinded his common sense.)

Thanks!

Green Space

Fought for the extensive renovation of Ward 2 parks and recreation facilities including Mitchell Park, Stead Park, Francis Pool, Ross Elementary School playground, Volta Park, Rose Park, and Georgetown Waterfront Park.
Brought Ward 2 its first dog parks in Shaw and Dupont Circle.
Delivered Shaw the Kennedy Recreation Center, one of the District's most popular and utilized recreation facilities.

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4b **Re: water parks / N St Park arrests**

Mon Jul 9, 2012 3:35 pm (PDT) . Posted by: [REDACTED] [rwwashingtondc2000](#)

Lillian Gordon. Remember her Jack?
Sent from my Verizon Wireless BlackBerry

-----Original Message-----

From: Martin <[REDACTED]>
Sender: [REDACTED]
Date: Mon, 09 Jul 2012 18:25:36
To: <[REDACTED]> <[REDACTED]>
Reply-to: [REDACTED]
Cc: <[REDACTED]> <[REDACTED]>
<[REDACTED]>
Subject: [ShawNeighborhood] water parks / N St Park arrests

Hi Sherri,

I heard today that Jack is working with residents to bring a new water park for kids (and dog park for dogs) to residents in the DPR Stead Park area. True / False?

What happened to the water park that has been talked about for YEARS for the Kennedy Rec Center and all the kids in the Shaw area? It's hard to imagine that the KRC is the most popular rec ctr in the District (noted on the CM's web site under RESULTS) being so notorious for violent crime and since the Deanwood (W7) and Takoma (W4) recs and Wilson Pool (W3) as anyone who visits them can tell, have far more visitors every day in addition to being much larger, dynamic and welcoming facilities.

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4c **Re: water parks / N St Park arrests**

Mon Jul 9, 2012 5:07 pm (PDT) . Posted by: "cccaprez" cccaprez

I watched Jack give the eulogy for Lilian Gordon at Springfield Baptist Church, 6th & P NW. A fun state-of-the-art water play area for children and local families would be a wonderful way for him to really create a lasting meaningful tribute to Ms Gordon's spirit and memory which everyone in the community could appreciate. Hope he doesn't just let it fall by the way side and become one of his lowest priorities.

--- In [REDACTED] rrwashingtondc@... wrote:

>

> Lillian Gordon. Remember her Jack?

> Sent from my Verizon Wireless BlackBerry

>

> -----Original Message-----

> From: Martin MoultonM@...

> Sender: [REDACTED]

> Date: Mon, 09 Jul 2012 18:25:36

> To: skimb@...; WRAHIM@...

> Reply-to: [REDACTED]

> Cc: nmitchell@...; [REDACTED] nigroanc2c@...

> Subject: [ShawNeighborhood] water parks / N St Park arrests

>

> Hi Sherri,

>

>

> I heard today that Jack is working with residents to bring a new water park for kids (and dog park for dogs) to residents in the DPR Stead Park area. True / False?

>

>

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>

> Thanks!

>

> Green Space

>

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>

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5 **community activist predicts VIOLENCE**

Mon Jul 9, 2012 6:00 pm (PDT) . Posted by: "richard rogers" [rwwashingtondc2000](#)

<http://shawcivic.org/2012/07/09/ward-6-tommy-wells-running-for-mayor-black-voters-brace-for-hard-times-if-wells-is-elected-mayor/>

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6 CM Bowser: Don't Kowtow to the Taxi Mafia

Mon Jul 9, 2012 8:16 pm (PDT) . Posted by: "Joseph Martin" josephmartindc

FYI, Shaw friends. Please consider distributing. Don't know if getting a cab to take you to Shaw is a problem or picking you up in Shaw to take you elsewhere. It remains an issue here in the northern province east of the park.
Thanks. -JM

-

From: Joseph Martin <[REDACTED]>
To: 4D Neighbors <[REDACTED]> TakomaDC Takoma
<[REDACTED]>
Sent: Monday, July 9, 2012 11:12 PM
Subject: [4D-Neighbors] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Please share if you like. This issue is heating up on the Petworth Yahoo Group.

Change.org petition about the issue described below:
http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

From: wayan_vota <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:39 PM
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>




CHANGE SETTINGS
>

TERMS OF USE >

UNSUBSCRIBE >

From: [REDACTED]
To: [REDACTED]
Subject: [southcolumbiaheights] Digest Number 1578
Date: Tuesday, July 10, 2012 4:31:54 AM

 SOUTH COLUMBIA HEIGHTS Group

14 New Messages

Digest #1578

1 [News Headlines 7/9/12](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2a [No 1400 block of Clifton Street Cleaning?](#) by '[REDACTED]' rowhouseguy

2b [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2c [Re: No 1400 block of Clifton Street Cleaning?](#) by '[REDACTED]' rowhouseguy

2d [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2e [Re: No 1400 block of Clifton Street Cleaning?](#) by "Sabita Soneji" Sabita_Soneji

2f [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2g [Re: No 1400 block of Clifton Street Cleaning?](#) by '[REDACTED]' rowhouseguy

2h [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2i [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

2j [Re: No 1400 block of Clifton Street Cleaning?](#) by '[REDACTED]' rowhouseguy

2k [Re: No 1400 block of Clifton Street Cleaning?](#) by "Commissioner Sedrick Muhammad" sedrickmuhammad

3a [Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber fr](#) by "Shaune" shauneliz

3b [Re: Fwd: Urgent! - DC City Council is voting tomorrow to prevent Ube](#) by "Orgone" bilobaggins

1 [News Headlines 7/9/12](#)

Mon Jul 9, 2012 3:22 am (PDT) . Posted by: "Commissioner Sedrick Muhammad" sedrickmuhammad

News Headlines July 9, 2012

Man, 22, charged in July Fourth slaying in Northwest Washington

Visit Your Group >

View All Topics >

Create New Topic >

2 New Members >

http://www.washingtonpost.com/local/man-22-charged-in-july-fourth-slaying-in-northwest-washington/2012/07/08/gJQAd4fqWW_print.html

New D.C. gallery, VeraCruz, will showcase the work of street artists

http://www.washingtonpost.com/lifestyle/style/new-veracruz-gallery-in-dc-will-showcase-the-work-of-street-artists/2012/07/08/gJQAazVqWW_print.html

3 men slain in 2 ½-hour span in DC; no indication killings are related

http://www.washingtonpost.com/local/3-men-slain-in-2--hour-span-in-dc-no-indication-killings-are-related/2012/07/08/gJQAزهWW_print.html

DC mayor proposes longer sentences for highly intoxicated drivers

http://www.washingtonpost.com/local/dc-mayor-proposes-longer-sentences-for-highly-intoxicated-drivers/2012/07/08/gJQAZV4bWW_print.html

D.C. Council eyes another tech tax break

<http://washingtonexaminer.com/d.c.-council-eyes-another-tech-tax-break/article/2501557>

D.C. Lottery hopes fast play pays big

<http://washingtonexaminer.com/d.c.-lottery-hopes-fast-play-pays-big/article/2501505>

Disabled drivers might again pay to park at D.C. meters

<http://washingtonexaminer.com/disabled-drivers-might-again-pay-to-park-at-d.c.-meters/article/2501531>

The Blotter

<http://washingtonexaminer.com/the-blotter/article/2501583>

THE 3-MINUTE INTERVIEW: Christopher Hertz

<http://washingtonexaminer.com/the-3-minute-interview-christopher-hertz/article/2501566>

IN OTHER WORDS: Lanier's close-up — glossy or glossed over?

<http://www.washingtontimes.com/news/2012/jul/8/in-other-words-lanier-policies-shine-on-magazine-p/print/>

Three killed, three others shot or stabbed during some of D.C.'s most violent 48 hours

<http://www.washingtontimes.com/news/2012/jul/8/three-killed-three-others-shot-or-stabbed-during-s/print/>

Drath murder case exposes bizarre lifestyle of Georgetown couple

<http://www.washingtontimes.com/news/2012/apr/24/drath-murder-case-exposes-bizarre-lifestyle-of-geo/print/>

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2a **No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 2:42 pm (PDT) . Posted by: [REDACTED] [rowhouseguy](#)

Hello Sedrick and as always, thanks for all you do for the neighborhood!

We've complained to Graham's office before as have others on this list about the spotty street cleaning service we get on Clifton Street in the 1400 block. It seems that the Monday southside cleaning often comes off on sked but then they forget about the Tuesday northside cleaning and trash just piles up.

Is this common around the area and is there a solution, especially in summer when kids are out of school and there's a lot of hanging out?

Thanks,

[5 New Photos](#) >

We are making changes based on your feedback, Thank you !

[Submit Feedback](#) >

Mark Johnson
Sent on the Sprint® Now Network from my BlackBerry®

-----Original Message-----

From: Commissioner Sedrick Muhammad <[REDACTED]>
Sender: [REDACTED]
Date: Thu, 5 Jul 2012 03:44:45
To: southcolumbiaheights-[REDACTED]
Reply-To: [REDACTED]
Subject: [southcolumbiaheights] News Headlines 7/5/12

News Headlines July 5, 2012

Pepco wants to stick customers with cost of arguing its upkeep was fine
http://www.washingtonpost.com/local/consumers-must-unite-and-demand-better-service-from-pepco-dominion-and-bge/2012/07/04/gJQA7zfPOW_print.html

Visitors from afar brave the heat for the 32nd-annual Capitol Fourth Concert
http://www.washingtonpost.com/local/visitors-from-afar-brave-the-heat-for-the-32nd-annual-capitol-fourth-concert/2012/07/04/gJQA8MxVOW_print.html

D.C. food trucks serve up beats along with eats
http://www.washingtonpost.com/lifestyle/style/dc-food-trucks-serve-up-beats-along-with-eats/2012/07/04/gJQAREg0NW_print.html

After mass outages, Pepco waits for ruling on rate hike
<http://washingtonexaminer.com/after-mass-outages-pepco-waits-for-ruling-on-rate-hike/article/2501317>

Region copes with scorching Independence Day
<http://washingtonexaminer.com/region-cope-with-scorching-independence-day/article/2501338>

Work isn't over yet for disaster planners
<http://washingtonexaminer.com/work-isnt-over-yet-for-disaster-planners/article/2501334>

Nats game fires up D.C.'s Fourth
<http://washingtonexaminer.com/nats-game-fires-up-d.c.s-fourth/article/2501330>

The Blotter
<http://washingtonexaminer.com/the-blotter/article/2501335>

Hunt on for D.C. puppy killer
<http://washingtonexaminer.com/hunt-on-for-d.c.-puppy-killer/article/2501332>

U.S. creates Secret Service to stop counterfeiting
<http://washingtonexaminer.com/u.s.-creates-secret-service-to-stop-counterfeiting/article/2501327>

Mall a magnet for holiday crowds undaunted by heat, ready for fun
<http://www.washingtontimes.com/news/2012/jul/4/mall-a-magnet-for-holiday-crowds-undaunted-by-heat/>

Pepco brags it beat power restoring deadline by 2 days
<http://www.washingtontimes.com/news/2012/jul/4/pepco-brags-it-beat-power-restoring-deadline-2-day/print/>

D.C.'s Palisades Parade is canon on 4th of July
<http://www.washingtontimes.com/news/2012/jul/4/dcs-palisades-parade-is-canon-on-4th-of-july/print/>

SIMMONS: High jinks with D.C.'s low-number plates
<http://www.washingtontimes.com/news/2012/jul/4/simmons-high-jinks-with-dcs-low-number-plates/print/>

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2b **Re: No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 2:49 pm (PDT) . Posted by: "Commissioner Sedrick Muhammad" [sedrickmuhammad](#)

Thank you for the e-mail. I'll look into this.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

[Click to join southcolumbiaheights](#)

From: [REDACTED] <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 5:42 PM
Subject: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Hello Sedrick and as always, thanks for all you do for the neighborhood!

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Mark Johnson
Sent on the Sprint® Now Network from my BlackBerry®

-----Original Message-----

From: Commissioner Sedrick Muhammad <<mailto:sedrickmuhammad%40yahoo.com>>

Sender: <mailto:southcolumbiaheights%40yahoogroups.com>

Date: Thu, 5 Jul 2012 03:44:45

To: southcolumbiaheights%40yahoogroups.com<<mailto:southcolumbiaheights%40yahoogroups.com>>

Reply-To: <mailto:southcolumbiaheights%40yahoogroups.com>

Subject: [southcolumbiaheights] News Headlines 7/5/12

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2c **Re: No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 2:57 pm (PDT) . Posted by: [REDACTED] rowhouseguy

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Sender: [REDACTED]
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Reply-To: [REDACTED]
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

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ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

[Click to join southcolumbiaheights](#)

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[number-plates/print/](#)

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Mon Jul 9, 2012 3:03 pm (PDT) . Posted by: "[Commissioner Sedrick Muhammad](#)" [sedrickmuhammad](#)

Yes sir and thank you for your support.

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[SEDRICKMUHAMMAD.COM](#)

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Mon Jul 9, 2012 3:06 pm (PDT) . Posted by: "[Sabita Soneji](#)" [Sabita_Soneji](#)

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[SEDRICKMUHAMMAD.COM](#)

[Click to join southcolumbiaheights](#)

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Sender: [REDACTED]
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Sent: Monday, July 9, 2012 5:57 PM
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Thank you for your attentiveness!

Sent on the Sprint® Now Network from my BlackBerry®

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Commissioner Sedrick Muhammad
ANC 1BO3
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SEDRICKMUHAMMAD.COM

[Click to join southcolumbiaheights](#)

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2h **Re: No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 3:16 pm (PDT) . Posted by: "Commissioner Sedrick Muhammad" [sedrickmuhammad](#)

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Mon Jul 9, 2012 4:06 pm (PDT) . Posted by: "Commissioner Sedrick Muhammad" [sedrickmuhammad](#)

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Chairman, ANC 1B Public Safety Committee

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Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

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2] **Re: No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 4:09 pm (PDT) . Posted by: [REDACTED] rowhouseguy

Great to hear and hopefully it will be consistent!

Much appreciation to and FOR you!

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From: Commissioner Sedrick Muhammad <[REDACTED]>

Sender: [REDACTED]

Date: Mon, 9 Jul 2012 16:06:54

To: [REDACTED] southcolumbiaheights@yahoogroups.com

Reply-To: [REDACTED]

Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

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SEDICKMUHAMMAD.COM

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SIMMONS: High jinks with D.C.'s low-number plates

<http://www.washingtontimes.com/news/2012/jul/4/simmons-high-jinks-with-dcs-low-number-plates/print/>

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2k **Re: No 1400 block of Clifton Street Cleaning?**

Mon Jul 9, 2012 4:15 pm (PDT) . Posted by: "Commissioner Sedrick Muhammad" [sedrickmuhammad](#)

Yes sir. Thank you.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

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From: [REDACTED] <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 7:09 PM
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Great to hear and hopefully it will be consistent!

Much appreciation to and FOR you!
Sent on the Sprint® Now Network from my BlackBerry®

From: Commissioner Sedrick Muhammad <[REDACTED]>
Sender: [REDACTED]
Date: Mon, 9 Jul 2012 16:06:54 -0700 (PDT)

To: [REDACTED] southcolumbiaheights@yahoogroups.com>
ReplyTo: [REDACTED]
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

It will be cleaned on both days.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

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From: Commissioner Sedrick Muhammad <[REDACTED]>
To: [REDACTED] <southcolumbiaheights@yahoogroups.com>
Sent: Monday, July 9, 2012 6:16 PM
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Again, I will look into this.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

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From: [REDACTED] <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 6:15 PM
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

So there's no construction on the 1400 block of Clifton. Is our street cleaning impacted also for some reason?

Sent on the Sprint® Now Network from my BlackBerry®

From: Commissioner Sedrick Muhammad <[REDACTED]>
Sender: [REDACTED]
Date: Mon, 9 Jul 2012 15:10:06 -0700 (PDT)
To: [REDACTED] southcolumbiaheights@yahoogroups.com>
ReplyTo: [REDACTED]
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

You asked about the 1300 block.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDRICKMUHAMMAD.COM

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From: Sabita Soneji <[REDACTED]>
To: [REDACTED] <southcolumbiaheights@yahoogroups.com>
Sent: Monday, July 9, 2012 6:06 PM
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

I asked Sedrick and Kevin Twine about this a couple weeks ago. As I understand it, because of all the construction in the area, namely the Cardozo high school project, the amount of street parking is severely depleted, so the city has compromised and stopped street cleaning in our neighborhood. It was just too hard for street parkers to find a place to move their cars on those days, when almost half of our parking is now gone.

Sedrick confirmed that street cleaning was off for now. But no one ever made an official announcement, so I was confused too. I came at it from a different perspective than you -- I just wanted to make sure the city would not give us tickets for not moving our cars.

From: [REDACTED] <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 5:57 PM
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Thank you for your attentiveness!

Sent on the Sprint® Now Network from my BlackBerry®

From: Commissioner Sedrick Muhammad <[REDACTED]>
Sender: [REDACTED]
Date: Mon, 9 Jul 2012 14:49:52 -0700 (PDT)
To: [REDACTED] southcolumbiaheights@yahoogroups.com>
ReplyTo: [REDACTED]
Subject: Re: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Thank you for the e-mail. I'll look into this.

Commissioner Sedrick Muhammad
ANC 1BO3
Chairman, ANC 1B Public Safety Committee

SEDICKMUHAMMAD.COM

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From: [REDACTED] <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 5:42 PM
Subject: [southcolumbiaheights] No 1400 block of Clifton Street Cleaning?

Hello Sedrick and as always, thanks for all you do for the neighborhood!

We've complained to Graham's office before as have others on this list about the spotty street cleaning service we get on Clifton Street in the 1400 block. It seems that the Monday southside cleaning often comes off on sked but then they forget about the Tuesday northside cleaning and trash just piles up.

Is this common around the area and is there a solution, especially in summer when kids are out of school and there's a lot of hanging out?

Thanks,

Mark Johnson
Sent on the Sprint® Now Network from my BlackBerry®

-----Original Message-----

From: Commissioner Sedrick Muhammad <<mailto:sedrickmuhammad@yahoo.com>>

Sender: <mailto:southcolumbiaheights@yahoogroups.com>

Date: Thu, 5 Jul 2012 03:44:45

To: southcolumbiaheights@yahoogroups.com<<mailto:southcolumbiaheights@yahoogroups.com>>

Reply-To: <mailto:southcolumbiaheights@yahoogroups.com>

Subject: [southcolumbiaheights] News Headlines 7/5/12

News Headlines July 5, 2012

Pepco wants to stick customers with cost of arguing its upkeep was fine
http://www.washingtonpost.com/local/consumers-must-unite-and-demand-better-service-from-pepco-dominion-and-bge/2012/07/04/gJQA7zfPOW_print.html

Visitors from afar brave the heat for the 32nd-annual Capitol Fourth Concert
http://www.washingtonpost.com/local/visitors-from-afar-brave-the-heat-for-the-32nd-annual-capitol-fourth-concert/2012/07/04/gJQA8MxVOW_print.html

D.C. food trucks serve up beats along with eats
http://www.washingtonpost.com/lifestyle/style/dc-food-trucks-serve-up-beats-along-with-eats/2012/07/04/gJQAREg0NW_print.html

After mass outages, Pepco waits for ruling on rate hike
<http://washingtonexaminer.com/after-mass-outages-pepco-waits-for-ruling-on-rate-hike/article/2501317>

Region copes with scorching Independence Day
<http://washingtonexaminer.com/region-cope-with-scorching-independence-day/article/2501338>

Work isn't over yet for disaster planners
<http://washingtonexaminer.com/work-isnt-over-yet-for-disaster-planners/article/2501334>

Nats game fires up D.C.'s Fourth
<http://washingtonexaminer.com/nats-game-fires-up-d.c.s-fourth/article/2501330>

The Blotter
<http://washingtonexaminer.com/the-blotter/article/2501335>

Hunt on for D.C. puppy killer
<http://washingtonexaminer.com/hunt-on-for-d.c.-puppy-killer/article/2501332>

U.S. creates Secret Service to stop counterfeiting
<http://washingtonexaminer.com/u.s.-creates-secret-service-to-stop-counterfeiting/article/2501327>

Mall a magnet for holiday crowds undaunted by heat, ready for fun
<http://www.washingtontimes.com/news/2012/jul/4/mall-a-magnet-for-holiday-crowds-undaunted-by-heat/>

Pepco brags it beat power restoring deadline by 2 days
<http://www.washingtontimes.com/news/2012/jul/4/pepco-brags-it-beat-power-restoring-deadline-2-day/print/>

D.C.'s Palisades Parade is canon on 4th of July
<http://www.washingtontimes.com/news/2012/jul/4/dcs-palisades-parade-is-canon-on-4th-of-july/print/>

SIMMONS: High jinks with D.C.'s low-number plates
<http://www.washingtontimes.com/news/2012/jul/4/simmons-high-jinks-with-dcs-low-number-plates/print/>

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3a **Fwd: Urgent! - DC City Council is voting tomorrow to prevent**

Uber fr

Mon Jul 9, 2012 5:45 pm (PDT) . Posted by: "Shaune" shauneliz

Please see below for more detail on Über and the pending city council amendment. I'm hopeful that the city council will not get involved in such matters especially when it comes to a company that provides a reliable service -- willing to lower prices.

Sent from my iPhone

Begin forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> Date: July 9, 2012 4:40:52 PM EDT
> To:
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
> Reply-To: Travis, Uber CEO <[REDACTED]>
>
> Un-Independence
> On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.
>
> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.
>
> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.
>
>
> Take Action
> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!
> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?
>
> Strike down the MINIMUM FARE language from the Uber Amendment.
>
> Here are the City Council members' contact info. Call/write as many of them as possible!
> Phil Mendelson (Chairman), (202) [REDACTED]
> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] @marycheh
> Michael Brown, at-large, (202) [REDACTED]
> @cmmichaelabrown
>
> Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1
> Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2
> Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser

> Kenyan McDuffie, Ward 5, (202) [REDACTED]
@kenyanmcduffie
> Tommy Wells, Ward 6, (202) [REDACTED] @tommywells
> Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma
> Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr
>
> David Catania, at-large, (202) [REDACTED] @cataniapress
> Vincent Orange, at-large, (202) [REDACTED]
@vincentorangedc
> Keep the #UberDCLove alive. See full blog post here.
>
> Sincerely,
> Travis Kalanick, Uber Co-Founder and CEO
>
>
> To join the #UberDCLove activism team, click here.
>
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> 182 Howard Street, #8
> San Francisco, CA 94105 Unsubscribe
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3b **Re: Fwd: Urgent! - DC City Council is voting tomorrow to prevent Ube**

Mon Jul 9, 2012 7:03 pm (PDT) . Posted by: "Orgone" bilobaggins

The creeps are on the take. Haven't you people figure that out yet? Nothing will change until we get term limits for all D.C. Elected Officials.

R. Kelley

From: Shaune <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:45 PM
Subject: [southcolumbiaheights] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

Please see below for more detail on Über and the pending city council amendment. I'm hopeful that the city council will not get involved in such matters especially when it comes to a company that provides a reliable service -- willing to lower prices.

Sent from my iPhone

Begin forwarded message:

From: Travis, Uber CEO <[REDACTED]> Date: July 9, 2012 4:40:52 PM EDT
To: Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Reply-To: Travis, Uber CEO <[REDACTED]>

Choice is a beautiful thing

>Un-Independence

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>

> * David Catania, at-large, (202) [REDACTED] @cataniapress

> * Vincent Orange, at-large, (202) [REDACTED]
@vincentorangedc

>Keep the #UberDCLove alive. See full blog post here.

>Sincerely,

>Travis Kalanick, Uber Co-Founder and CEO

>To join the #UberDCLove activism team, click here.

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>

From: [REDACTED] on behalf of [Orgone](#)
To: [REDACTED]
Subject: Re: [southcolumbiaheights] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Date: Monday, July 09, 2012 10:04:01 PM

The creeps are on the take. Haven't you people figure that out yet? Nothing will change until we get term limits for all D.C. Elected Officials.

R. Kelley

From: Shaune <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:45 PM
Subject: [southcolumbiaheights] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

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Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Reply-To: Travis, Uber CEO <[REDACTED]>

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- **Yvette Alexander**, Ward 7, (202) [REDACTED] [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, (202) [REDACTED] [REDACTED] [@marionbarryjr](#)
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- **Vincent Orange**, at-large, (202) [REDACTED] [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

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From: [REDACTED] on behalf of [Shaune](#)
To: [REDACTED]
Subject: [southcolumbiaheights] Fwd: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Date: Monday, July 09, 2012 8:46:00 PM

Please see below for more detail on Uber and the pending city council amendment. I'm hopeful that the city council will not get involved in such matters especially when it comes to a company that provides a reliable service -- willing to lower prices.

Sent from my iPhone

Begin forwarded message:

From: Travis, Uber CEO <[REDACTED]>
Date: July 9, 2012 4:40:52 PM EDT
To:
Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
Reply-To: Travis, Uber CEO <[REDACTED]>

Un-Independence

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Take Action

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- **Yvette Alexander**, Ward 7, (202) [REDACTED] [@cmyma](#)
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- **David Catania**, at-large, (202) [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, (202) [REDACTED] [@vincentorangedc](#)

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From: [REDACTED]
To: [REDACTED]
Subject: [TakomaDC] Digest Number 4791
Date: Monday, July 09, 2012 9:04:58 PM



TakomaDC, Neighbors Talking to Neighbors Group

25 New Messages

Digest #4791

- 1a [Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "Chris Turner"
- 1b [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "Tauqdah" tauqdah
- 1c [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "Chris Turner"
- 2 [Fwd: \[ChevyChase\] Is Union Busting to Blame for DC Power Outages](#) by "Chris Turner"
- 3a [Takoma Writers Tonight at 6:30, My Little Bistro](#) by "Carolivia Herron" carolivia
- 4a [Re: seeking recommendations - charter bus company](#) by "Jana" janashawn
- 5a [Crutches?](#) by "Kelley, Kathy" rlenegan
- 5b [Re: Crutches?](#) by "klann_david" klann_david
- 5c [Re: Crutches?](#) by "Kelley, Kathy" rlenegan
- 5d [Orange Hats](#) by "Sharon Villines" sharonvillines
- 6 [High school grad available for hire](#) by "Beth Allaben" eallaben
- 7a [Bathroom Cabiner for sale](#) by "fafou" fafou
- 7b [Insulation](#) by "Genevieve Maignan" genemaignan
- 8 [Mon. 7:30pm: Vigil at Walmart site with Herb, 5929 Ga. NW](#) by "Herb" herbettel
- 9 [PSA 406 meeting is Tuesday, July 10](#) by "Judi Jones" cariblamond
- 10 [On burying power lines](#) by "LorettaNeumann" lneumann2
- 11 [Fw: FIOS-Verizon Oversight & Complaints](#) by "Steve Smith" sms_dc
- 12 [The DC City Council is actively working to decrease the quality of o](#) by "Josh Ourisman" joshourisman
- 13a [Re: coffee and the killer location](#) by "kgs" mactraveler
- 13b [Re: coffee and the killer location](#) by "Tom Fedewa" thomasfedewa

13c	Re: coffee and the killer location by "Javier Rivas" javier.rivas17
14a	Taxi legislation by "brentgoldfarb" brentgoldfarb
14b	Re: Taxi legislation by "Mike Ranen" mranen
15	FIOS-Verizon Oversight & Complaints by "Steve Smith" sms_dc
16	Baby Swing for Sale by "Robin" robinleighboyce

1a [Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#)

Mon Jul 9, 2012 4:09 am (PDT) . Posted by: "Chris Turner"

On Sun, Jul 8, 2012 at 6:06 PM, Ruth Caplan <[REDACTED]> wrote:

> **
>
>
> Here is another perspective on the power restoration fiasco excerpted
> from In These Times, July 7, 2012:
>
> "We have half the linemen we had 15 years ago," says IBEW Local 1900
> Business Agent Jim Griffin, whose union represents 1,150 Pepco workers.
> "We have been complaining for a very long time. They have relied for a
> long time on contractors. They are transients, they don't know our
> system, and we typically have to go behind them to fix their mistakes.
> It's very frustrating. We take ownership in our work, we make careers
> out of this." (<http://bit.ly/M8rJEt>)
>
> Griffin says that starting 15 years ago, Pepco stopped hiring workers to
> replace retiring electrical workers and offered incentive-laden buyout
> deals to get electricians to retire. In order to address understaffing
> problems, Pepco has at times hired non-union temporary contractors,
> instead of hiring new workers. Griffin estimates that Pepco currently
> employs 1,150 union workers and approximately 400 non-union contractors.
>
> The understaffing has led to problems that the IBEW warned about years ago.
>
> --Ruth Caplan
>
>

[Non-text portions of this message have been removed]

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1b [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#)

Mon Jul 9, 2012 10:21 am (PDT) . Posted by: "Tauqdah" tauqdah

This is an interesting perspective, as I reflect on the outages due to the past 2 storms. My anecdotal observation would show the complete absence of any PEPCO bucket trucks being seen by me ANYWHERE in W4, from Petworth over to Chevy Chase, and everything above and between those communities.

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[Create New Topic](#) >

[9 New Members](#) >

We are making
changes based on
your feedback,
Thank you !

[Submit Feedback](#) >

I saw PEPCO "vans," twice, leading around bucket-truck convoys from states far and near, but none of them carrying the familiar blue and white PEPCO logo on their trucks.

To me, just an interesting observation.

Taalib-Din Uqdah
1-4 UBA

-----Original Message-----

From: Chris Turner <[REDACTED]>
To: shepherdpark <[REDACTED]> Takoma DC
<[REDACTED]> greatergrantcircle <greatergrantcircle@yahoo.com>; LoganCircleNews <[REDACTED]>
Sent: Mon, Jul 9, 2012 10:52 am
Subject: [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors

On Sun, Jul 8, 2012 at 6:06 PM, Ruth Caplan <[REDACTED]> wrote:

Here is another perspective on the power restoration fiasco excerpted from In These Times, July 7, 2012:

"We have half the linemen we had 15 years ago," says IBEW Local 1900 Business Agent Jim Griffin, whose union represents 1,150 Pepco workers. "We have been complaining for a very long time. They have relied for a long time on contractors. They are transients, they don't know our system, and we typically have to go behind them to fix their mistakes. It's very frustrating. We take ownership in our work, we make careers out of this." (<http://bit.ly/M8rJEt>)

Griffin says that starting 15 years ago, Pepco stopped hiring workers to replace retiring electrical workers and offered incentive-laden buyout deals to get electricians to retire. In order to address understaffing problems, Pepco has at times hired non-union temporary contractors, instead of hiring new workers. Griffin estimates that Pepco currently employs 1,150 union workers and approximately 400 non-union contractors.

The understaffing has led to problems that the IBEW warned about years ago.

--Ruth Caplan

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1c **[Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#)**

Mon Jul 9, 2012 12:34 pm (PDT) . Posted by: "[Chris Turner](#)"

Ms. Beverly L. Perry
Senior Vice President, External Affairs, Pepco Holdings, Inc.

Hi Ms. Perry,

Thank you for your e-mail. The e-mail you responded to was forwarded from the Cleveland Park list and appears to be a news report. I appreciate your response.

Since you have once again opened up a dialogue with me (a previous letter I wrote you on the Shepherd Park list, in response to a letter you wrote on that same list, was never answered) can you confirm that the Head of PEPCO

Holdings made over six million dollars last year (including stock options)?

Can you please list the salaries and stock options of all PEPCO executives.
I assume this is publicly available information and is included in PEPCO's
SEC filings?

Can you please explain why in Maryland PEPCO customers have a right to
opt-out of having a "smart" meter but in DC PEPCO customers cannot opt-out,
even if they have a letter from a doctor saying they are RF EMF sensitive?

Can you please explain why PEPCO has not updated their website to reflect
the results of the meter test at my house where four PEPCO employees agreed
that my wireless "smart" meter was not broadcasting constantly up to six
times per day but rather 32,000 to 54,000 times per day?

Can you explain what was happening in the legal department at PEPCO that
caused one of the senior lawyers there to sue PEPCO:

<http://www.washingtoncitypaper.com/blogs/looselips/2011/09/30/erstwhile-d-c-committeewoman-battles-political-rivals%E2%80%94and-pepco/>.

Has this lawsuit been settled or is it ongoing?

Are you aware of the following problems with "smart" meters in California
and has PEPCO been having any similar problems here since the storms:
<http://stopsmartmeters.org/2011/08/27/smart-meters-to-blame-in-east-palo-alto-power-surge/>

Thank you.

Sincerely,

Chris Turner, Esq.
Neighbors, Inc., vice-president

On Mon, Jul 9, 2012 at 2:15 PM, <[REDACTED]> wrote:

>
> Chris,
> Perhaps you are not aware that Pepco is in the midst of Union negotiations
> with Mr. Griffin. I urge you to check the facts.
>
>
>
> Sent with Good (www.good.com)
>
>
>
> ----- Original Message -----
>
> From : [REDACTED]
> To : shepherdpark <[REDACTED]> Takoma DC
> <[REDACTED]>
> LoganCircleNews <[REDACTED]>
> Cc :
> Sent on : 07/08/2012 11:30:35 PM
> Subject : [shepherdpark] Fwd: [Cleveland-Park] Pepco, unions & contractors
>
>
>
>
>
> On Sun, Jul 8, 2012 at 6:06 PM, Ruth Caplan <[REDACTED]> wrote:
>

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>
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>
> The understaffing has led to problems that the IBEW warned about years ago.
>
> --Ruth Caplan
>
>
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2 **Fwd: [ChevyChase] Is Union Busting to Blame for DC Power Outages**

Mon Jul 9, 2012 4:19 am (PDT) . Posted by: "[Chris Turner](#)"

----- Forwarded message -----

From: Ranbo <[REDACTED]>
Date: Sun, Jul 8, 2012 at 10:32 PM
Subject: [ChevyChase] Is Union Busting to Blame for DC Power Outages
To: ">" <[REDACTED]>

**

Could Pepco cutting back on union workers explain why we have so many power outages that last so long?

http://www.inthesetimes.com/working/entry/13493/is_union_busting_to_blame

[for_six_day_long_power_outages_in_dc/](#)

Randall Bosin

[Non-text portions of this message have been removed]

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3a **Takoma Writers Tonight at 6:30, My Little Bistro**

Mon Jul 9, 2012 4:52 am (PDT) . Posted by: "Carolivia Herron" carolivia

July 9, 2012

Join me and Takoma writers this evening for an informal conversation about writing, publishing, and other writerly subjects. Come to My Little Bistro, 4th and Cedar, 6:30-8:00.

Every week we have a different group. Every week it's good.

I'll see you there!

Carolivia

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4a **Re: seeking recommendations - charter bus company**

Mon Jul 9, 2012 5:04 am (PDT) . Posted by: "Jana" janashawn

Eleanor, and others,

The Federal Motor Carrier Safety Administration recently launched some new apps and services to help consumers find charter and passenger motorcoach travel.

For example, if you go to this website, you can step through a "wizard" that will help you to select local carrier to meet your needs.

<http://www.fmcsa.dot.gov/safety-security/PCS/Consumers.aspx>

Good luck with your trip and stay safe!

Jana

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5a **Crutches?**

Mon Jul 9, 2012 6:50 am (PDT) . Posted by: "Kelley, Kathy" rlenegan

Does anyone have a set of crutches I can borrow? I'm 5'8"

Thanks - Kathy

Kathy Kelley| Director, Enterprise Management Technology, Workforce
601 E St NW, Washington, DC, 20049
Office: [REDACTED] Email: [REDACTED]mailto:[REDACTED] | Web:
<http://www.aarp.org> | Cell: [REDACTED]data:image/png;base64,
iVBORw0KGgoAAAANSUUEUgAAABAAAAAQCAyAAAF8/9hAAACXBIWXMAAA
7EAAAOxAGVKw4bAAAAIGNIUk0AAHoIAACAgwAA+f8AAIDpAA
B1MAAA6mAAADqYAAAXb5JfxUYAAAKLSURBVHjadJPfS5NhFMe/21xvuhXRyJAZro

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7eo2dG+1vVK/MfpRPtA+MIReMYaKj+/xm9MilCx3EmpVL5wefzFavValis1u
1vvHMkdfykCQC0kSGUTo+Ajmnx1dSC7IGD+UUCEYGIwLKsyWazrSeTSSliMpnNf7
Ttz5+ec96fr7/VnE0mk+QfHMzV3WjcKH/4rEr05QGfIA6HY4IIWRLPRER+
v3/HYrFMFQSIkNra2tVQKJSIfcSyLO0LECFWq3XF6XRGAAHAptTsdrsXeZ6fEHtl
+31nAOA4rkUulz/I5XL63dQGgHEAN8Ph8AYA/BsAt4ube4GblQIAAAAAASUVORK5
CYII=]<<https://access.aarp.org/owa/Danainfo=ca02dc.na.aarp.int.SSL+?ae=Item&a=New&t=IPM.Note#>>.

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5b Re: Crutches?

Mon Jul 9, 2012 8:28 am (PDT) . Posted by: "klann_david" klann_david

I've got them if you still need them.

(Left messages on your office and cell phone #s.)

David on 2nd

-

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5c Re: Crutches?

Mon Jul 9, 2012 8:30 am (PDT) . Posted by: "Kelley, Kathy" rlenegan

Thanks - Rick picked some up from a neighbor. Looking doubtful for Orange Hats to tomorrow night. Going to the ER in a few.

On Jul 9, 2012, at 11:28 AM, "klann_david" <[REDACTED]> wrote:

>

> I've got them if you still need them.

>

> (Left messages on your office and cell phone #s.)

>

> David on 2nd

>

>

> -

>

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>

> -----

>

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5d **Orange Hats**

Mon Jul 9, 2012 9:02 am (PDT) . Posted by: "[Sharon Villines](#)" [sharonvillines](#)

On 9 Jul 2012, at 11:33 AM, Kelley, Kathy wrote:

> Looking doubtful for Orange Hats to tomorrow night. Going to the ER in a few.

I hope it isn't too serious!

Your message reminded me that we haven't heard much about the Orange Hats lately. If a member of the Orange Hts could update us every few weeks, I think it would help build the forces.

I'm sure there are many on the list who have no idea what the Orange Hat Patrol is.

Unless people have just moved to the neighborhood and are looking for new connections, it usually takes them several exposures to make a decision to join and then some length of time to actually get it worked into their schedules. So more frequent reports might be helpful.

What you are seeing on walks, for example. More litter or less? More harassment from the park people or not? More pedestrians or less? Just what's happening out there.

Thanks,

Sharon

Sharon Villines, Washington DC

"We are confronted with insurmountable opportunities." Walt Kelly

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6 **High school grad available for hire**

Mon Jul 9, 2012 9:35 am (PDT) . Posted by: "[Beth Allaben](#)" [eallaben](#)

See the note below from my son, Ben Chambers, who is looking for work this summer. Please contact him directly at the email/phone number below.

Beth Allaben.

My name is Ben Chambers and I am looking for summer work. I am available to help you with most anything -- yard work, manual labor, clean your basement, babysitting, assemble furniture, basic computer support, etc.

I graduated from Edmund Burke High School this spring and will be attending Michigan State University this fall as an engineering major. Contact me at

 or 

-- Ben Chambers

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7a **Bathroom Cabiner for sale**

Mon Jul 9, 2012 10:06 am (PDT) . Posted by: "fafou" fafou

I'm selling a bathroom cabinet on Craigslist. Please take a look if you're interested.

<http://washingtondc.craigslist.org/doc/fuo/3116627896.html>

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7b **Insulation**

Mon Jul 9, 2012 12:28 pm (PDT) . Posted by: "Genevieve Maignan" genemaignan

Has anyone installed insulation in their attic and vaulted ceilings!? just had an estimate of approximately \$4,500... but I was told I must first remove the ceilings for them to spray.. can anyone explain and/or refer a trustworthy company?? Thanks,

--- On Mon, 7/9/12, fafou <[REDACTED]> wrote:

From: fafou <[REDACTED]>
Subject: [TakomaDC] Bathroom Cabiner for sale
To: [REDACTED]
Date: Monday, July 9, 2012, 1:06 PM

I'm selling a bathroom cabinet on Craigslist. Please take a look if you're interested.

<http://washingtondc.craigslist.org/doc/fuo/3116627896.html>

To change your subscription please read the following instructions:Yahoo! Groups Links

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8 **Mon. 7:30pm: Vigil at Walmart site with Herb, 5929 Ga. NW**

Mon Jul 9, 2012 10:40 am (PDT) . Posted by: "Herb" herbettel

Just call or email me before 7:15pm
and I'll pick up and take you.
Herb Ettel, [REDACTED]

From Respect DC & Jobs with Justice:
Join community members and Faith leaders as we
share hope and pray for responsible community devt.
Monday, July 9th , 7:30 pm -9:00pm at
5929 Georgia Ave NW
(Proposed Walmart Site between Peabody & Missouri)

<http://www.dciwj.org/node/967>

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9 PSA 406 meeting is Tuesday, July 10

Mon Jul 9, 2012 10:41 am (PDT) . Posted by: "Judi Jones" cariblamond

Hi

This email is a correction to my previous announcement about postponing my smd meeting to Monday, July 16. There was an additional announcement about PSA 406 meeting on Tuesday July 10 (not July 9) is what it's suppose to read. Hope this helps! ~ Judi

Judi Jones
ANC 4B07

Hi All

ANC 4B07 SMD meeting scheduled for Monday, July 9 will be postponed until Monday, July 16. All other information remains the same. New flyer is attached and will be distributed this week. Please let your neighbors know. Thank you and see you next Monday. ~ Judi

PS PSA 406 meeting is Tuesday, July 9 at 4D starting at 7pm

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10 On burying power lines

Mon Jul 9, 2012 12:08 pm (PDT) . Posted by: "LorettaNeumann" lneumann2

The Chevy Chase list has been having a lively discussion on the pro's and con's (mostly but not all the former) of putting overhead wires underground. PEPCO, of course, has refused to do so in our neighborhoods on the grounds of the expense. But expense to whom? The expense to residents of lost power for days and days doesn't seem to get included in their calculations.

At any rate, here was a recent posting that I thought was very persuasive.

Loretta Neumann

Piney Branch Road NW

From: [REDACTED]
[mailto:[REDACTED]]
Sent: Friday, July 06, 2012 6:37 AM
To: [REDACTED]
Subject: [ChevyChase] Digest Number 8180

<http://groups.yahoo.com/._ylc=X3oDMTJkcjNpNXFIBF9TAzk3MzU5NzE1BGdycElkAzMxM

DcwNjcEZ3Jwc3BJZAMxNzA1MDQ0NTU2BHNIYwNmdHIEc2xrA2dm

cARzdGltZQMxMzQxNTcxMDQw>

Yahoo! Groups

<http://groups.yahoo.com/group/ChevyChaseCommunityListserv._ylc=X3oDMTJkcThm

MTlwBF9TAzk3MzU5NzE1BGdycElkAzMxMDcwNjcEZ3Jwc3BJZAM

xNzA1MDQ0NTU2BHNIYwNoZHIE

c2xrA2hwaARzdGltZQMxMzQxNTcxMDQw> Chevy Chase Community Listserv Group

4 New Messages

Digest #8180 1a

<http://groups.yahoo.com/group/ChevyChaseCommunityListserv/message/124971:_ylc=X3oDMTJzMjN0NTNzBF9TAzk3MzU5NzE1BGdycElkAzMxMDcwNjcEZ3Jwc3BJZAMxNzA1MDQ0NTU2BG1zZ0lkAzEyNDk3MQRzZWMDZG1zZwRzbGsDdm1zZwRzdGltZQMxMzQxNTcxMDQw> Re:
Underground vs. Overhead Wiring

Thu Jul 5, 2012 11:41 pm (PDT) . Posted by:
<mailto:[REDACTED] Subject=%20Re%3A%20Underground%20vs%2E%20Overhead%20Wiring> "Andrea Rosen" rosen.andrea

I don't usually agree with David Frum, but no one accuses him of being a head-in-the-clouds idealist. Here's what he wrote for CNN on Monday about burying power lines.

Andrea Rosen

Want to keep AC on? Bury power lines
By David Frum, CNN Contributor
updated 11:31 AM EDT, Mon July 2, 2012

Workers repair power lines in Hyattsville, Maryland, on Sunday.

David Frum says buried power lines would help.
Editor's note: David Frum is a contributing editor at Newsweek and The Daily Beast and a CNN contributor. He is the author of seven books, including a new novel, "Patriots."

(CNN) -- Congratulations: If you're reading this, you have electricity.

Unfortunately, more than 3 million Americans this weekend couldn't join you. The sweltering heat wave that roasted the eastern United States was accompanied by terrible storms that have knocked out power lines up and down the seaboard.

While you enjoy your air conditioning, you might want to take a minute to consider: Why do Americans tolerate such outages?

Outages are not inevitable. The German power grid has outages at an average rate of 21 minutes per year.

Millions still without power amid record heat wave

The winds may howl. The trees may fall. But in Germany, the lights stay on.

There's no Teutonic engineering magic to this impressive record. It's achieved by a very simple decision: Germany buries almost all of its low-voltage and medium-voltage power lines, the lines that serve individual homes and apartments. Americans could do the same. They have chosen not to.

The choice has been made for reasons of cost. The industry rule of thumb is that it costs about 10 times as much to bury wire as to string wire overhead: up to \$1 million per mile, industry representatives claim. Since American cities are much less dense than European ones, there would be a lot more wire to string to serve a U.S. population than a European one.

Cost matters.

But now reflect:

1. There's reason to think that industry estimates of the cost of burying wires are inflated. While the U.S. industry guesstimates costs, a large-scale study of the problem conducted recently in the United Kingdom estimated the cost premium at 4.5 to 5.5 times the cost of overhead wire, not 10.

2. U.S. cost figures are a moving target. American cities are becoming denser as the baby boomers age and opt for central-city living, as I discussed in a previous column. Denser cities require fewer miles of wire to serve their populations.

3. Costs can only be understood in relation to benefits. As the climate warms, storms and power outages are becoming more common. And as the population ages, power failures become more dangerous. In France, where air conditioning is uncommon, a 2003 heat wave left 10,000 people dead, almost all of them elderly. If burying power lines prevented power outages during the hotter summers ahead, the decision could save many lives.

4. As you may have heard, we're suffering very severe unemployment just at present. Joblessness is acute among less educated workers, many of whom used to work in the now severely depressed construction industry. Burying power lines is a project that could put many hundreds of thousands of the unemployed to work at tasks that make use of their skills and experience.

Meanwhile, the federal government is able to borrow vast sums of money at the lowest interest rates since the Great Depression. The Obama stimulus has to date failed to produce many projects of lasting benefit to the country. But here's one that our children and grandchildren would appreciate -- and that might save our parents' lives.

On 7/5/12 8:12 PM, "Charo, Art" <[REDACTED]> <mailto:acharo%40nas.edu> > wrote:

>

> Even if the figure of \$5 billion is correct and the figure of \$30/month per

> customer is correct, this calculation still implies a monthly cost of

> something like \$120 per household (of 4). And where does the \$5 billion

> figure come from? As I posted earlier, there are actual examples of

> undergrounding in CA where the cost per household worked out to

> \$40,000-\$60,000 per home. The studies cited earlier on the listserv for DC

> estimated something over \$100 per month for 30 years, which works out to over

> \$36,000.

>

> A natural gas-powered whole house generator sufficient to run all appliances

> and central air is the size of a zip car and would probably cost \$15K to buy

> and install. (My mother-in-law has a small Kohler

> <http://tinyurl.com/74zmnf5>

> , which isn't all that small and would not run central air; it ran close to

> \$9K a decade ago.)

>

> Art Charo

>

> Subject: [ChevyChase] Re: Underground vs. Overhead Wiring

>

> If it would cost \$5 billion to underground all Pepco wires, and there are

> 500,000 pepco customers, that's about \$10,000 per customer. If we spread

> that out over 30 years (360 months) that's about \$30/month. If we put the

> phone lines and cable lines underground also, and divide up the costs

among
> cable, phone and electric customers, it sounds quite reasonable to me.
>
> btw, I worked for one summer in Brooklyn for Con Edison, the electric
> utility there; my crew worked on cleaning out ducts that went from one
> manhole to the next and left a cable between them in the channel so that
the
> next crew could install a new electric cable (for whatever reason). If we
> were unable to clean it out, because of a serious blockage, then a
> jackhammer crew would have to come out later and dig up the street and get
> the concrete tubes aligned again.
>
> It's a big undertaking, to be sure, but it's so much more reliable. If
> properly planned and executed, it will for sure still be disruptive since
> nearly every street will need to be dug up. But the long run benefits IMHO
> will be well worth the \$30/month per business or household. If I have the
> estimates correct.
>
> Guy Brandenburg

^

<mailto:[REDACTED]
subject=Unsu
bscribe> >

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11 **Fw: FIOS-Verizon Oversight & Complaints**

Mon Jul 9, 2012 12:22 pm (PDT) . Posted by: "Steve Smith" sms_dc

I'm told that there have been numerous complaints re Verizon/FIOS on the Shepherd list with folks spending hours trying to call/talk w/ Verizon, the DC Public Service Commission and the FCC. After similar efforts several months ago trying to determine the schedule for FIOS availability I found the responsible DC agency for FIOS information and complaints (not that the response is sufficiently satisfactory however). So if you spend time, do it with these folks.

The DC Office of Cable Television (DC OCT) is responsible for overseeing Verizon with respect to FIOS. Call/ inquire/send complaints to them:

http://www.octt.dc.gov/customerservice/OCT_CS_O_Inspector.shtm

phone [REDACTED]

twitter @DCOCT

They DO NOT oversee Verizon wireline phone service -- that's the Public Service Commission.

OCT **IS** responsible for the contract with Verizon to install FIOS. They are responsible for granting/monitoring their DC license.

However, their website FAQs say they oversee only Comcast and RCN.

It would be interesting to see how well they respond to the sales tactics of Verizon (without saying to call Verizon to complain).

[Non-text portions of this message have been removed]

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12 **The DC City Council is actively working to decrease the quality of o**

Mon Jul 9, 2012 2:05 pm (PDT) . Posted by: "Josh Ourisman" joshourisman

--

Josh Ourisman
[REDACTED]

Forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> To: Joshua Ourisman <[REDACTED]>
> Date: Monday, July 9, 2012 4:40:52 PM
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates

>

> Choice is a beautiful thing

> Un-Independence

> On Independence Day, Uber announced a roll out of a lower cost service (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=5b2290a8f1>) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=5b2290a8f1>) that has significant experience (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=5b2290a8f1>) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

> Take Action

> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

>

> Strike down the MINIMUM FARE language from the Uber Amendment (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00fffb7f2a&e=5b2290a8f1>).

>

> Here are the City Council members' contact info. Call/write as many of them as possible!

> Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED]
(mailto:[REDACTED])

> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] (mailto:mcheh@dccouncil.us), @marycheh (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=5b2290a8f1>)

> Michael Brown, at-large, (202) [REDACTED] [REDACTED]
(mailto:[REDACTED])

> @cmmichaelabrown (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=5b2290a8f1>)

>

> Jim Graham, Ward 1, (202) [REDACTED]
(mailto:[REDACTED]@jimgrahamward1 (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=5b2290a8f1>))

> Jack Evans, Ward 2, (202) [REDACTED]
(mailto:[REDACTED]@jackevansward2 (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=5b2290a8f1>))

> Muriel Bowser, Ward 4, (202) [REDACTED]
(mailto:[REDACTED]@murielbowser (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=5b2290a8f1>))

> Kenyan McDuffie, Ward 5, (202) [REDACTED]
(mailto:[REDACTED]@kenyanmcduffie (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=5b2290a8f1>))

> Tommy Wells, Ward 6, (202) [REDACTED]
(mailto:[REDACTED]@tommywells (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=5b2290a8f1>))

> Yvette Alexander, Ward 7, (202) [REDACTED]
(mailto:[REDACTED]@cmyma (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=5b2290a8f1>))

> Marion Barry, Ward 8, (202) [REDACTED]
(mailto:[REDACTED]@marionbarryjr (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=5b2290a8f1>))

>

> David Catania, at-large, (202) [REDACTED]
(mailto:[REDACTED]@cataniapress (<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=5b2290a8f1>))

> Vincent Orange, at-large, (202) [REDACTED]
(mailto:[REDACTED]@vincentorangedc (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=5b2290a8f1>))

>

> Keep the #UberDCLove alive. See full blog post here (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=5b2290a8f1>).

> Sincerely,

> Travis Kalanick, Uber Co-Founder and CEO

> To join the #UberDCLove activism team, click here (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=5b2290a8f1>).

>

> Uber Technologies, Inc.

> 182 Howard Street, #8

> San Francisco, CA 94105

> Unsubscribe (<http://uber.us1.list-manage.com/unsubscribe?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=5b2290a8f1&c=acc77ad2b2>)

> Subscription Preferences (<http://uber.us1.list-manage2.com/profile?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=5b2290a8f1>)

> View this email in your browser (<http://us1.campaign-archive2.com/?u=8d2fd6968b2b5c64d0d22dba2&id=acc77ad2b2&e=5b2290a8f1>)

> @Uber_DC (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8e61f1c37e&e=5b2290a8f1>)

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13a **Re: coffee and the killer location**

Mon Jul 9, 2012 3:24 pm (PDT) . Posted by: "kgs" mactraveler

i would love to see more coffee shops in the area. having spent a lot of time in oregon and washington state where i marveled at the successful little drive-thru coffee shops on nearly every corner, i now do not think it's possible to have too many. I think a space that is limited to mostly walk-up foot traffic & maybe drive thru traffic [and maybe a long narrow countertop on available wall space outside] will succeed if done right. the trick is to make great coffee, and sell the beans by the pound, too, for the home-brewers who scoff at pre-ground coffee. but... if you can get affordable space, then by all means get a nice quiet cozy flow going and do the whole cafe experiencebut on a small scale. you don't need to be starbucks. - i personally do not feel that you are limited to having to provide the cafe experience. most of the traffic through them is people walking-up, buying & walking-out. the majority of customers do not stay. so why have the high rent for a bigger space if it's not totally necessary? The smell of fresh roasting beans wafting out the back door and open windows is going to bring in neighborhood and happenstance foot traffic just wanting the whole beans, and a quick cup.

ken on aspen

Visit PangurBooks at <http://t.co/kxQAht1TJ>

On Thu, Jul 5, 2012 at 7:19 AM, Javier Rivas <[REDACTED]> wrote:

> **
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>
> Thanks for the insights, Richard.
> I will have to talk this over with my partners. Where is this "killer
> location?" Other general areas we're considering are GA ave or upper
> 14th.
> I understand the challenges we would be facing being so close to the metro
> and the amount of space available to us; however, we also know that Takoma
> has no good coffee! If we focus on the quality of the offering and make
> the space interesting we could become a destination.
> Anyways, interested in more input. I would love to continue the
> conversation.

>
> On Thu, Jul 5, 2012 at 6:22 AM, Richard Layman <[REDACTED]>
> wrote:

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>
> > Contact me off line. It'll take a couple years to pull off, and I'd
> > propose a combination of businesses in the space, but after all, it will
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> > a couple years before the new dwelling units in various businesses open.
> > But it's a killer space. Maybe better to work to get the ideal space,
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> > The problems with a coffee shop in Takoma is that people tend to buy
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> > coffee after they have made it to the general area of their final
> > destination, not before. Plus, commuters come from two different
> > directions (Takoma Park MD on the east and DC on the west). The trade
> > publications all recommend having stores on the commuter side in the
> > morning, and Savor/Mayorga violated this recommendation. The issue
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> > people buying/hanging before taking the Metro. Given the higher number of
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> > problem. Not all correctable, but a killer location makes success more
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> >
> > Richard Layman
> > [REDACTED]
> >
> > [Non-text portions of this message have been removed]
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> --
> javier rivas
> modern times coffeehouse at politics and prose bookstore
> coup d'etat coffee co., llc
> [REDACTED] (shop)
> moderntimescoffeehouse.com
> moderntimescoffeehouse.blogspot.com
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13b **Re: coffee and the killer location**

Mon Jul 9, 2012 3:28 pm (PDT) . Posted by: "Tom Fedewa" [thomasfedewa](#)

*Amen! Ken. The coffee drive-thru stands of Oregon and Washington State.
Amazing and Soooo Good! Starbucks are maybe a close second. And to they
make the money. Our Mexican Caffee Roasting Plant (Cafe Marino) based much
of its very successful marketing on the coffee culture of Oregon and
Washington. Bring it on.

*

Tom (signed)

Thomas C. Fedewa

800 Elder NW

Washington, DC 20012

*

*

[REDACTED]

On Mon, Jul 9, 2012 at 6:24 PM, kgs <[\[REDACTED\]](#)> wrote:

> **

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> i would love to see more coffee shops in the area. having spent a lot of

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> ken on aspen

>

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> Visit PangurBooks at <http://t.co/kxQAht1TJ>

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13c **Re: coffee and the killer location**

Mon Jul 9, 2012 5:27 pm (PDT) . Posted by: "[Javier Rivas](#)" [javier.rivas17](#)

Thanks Tom and Ken for the encouragement. I think that kind of model has taken a while to take hold on the east coast and that's going to be one of the main challenges - to go against what a lot of people have come to expect a coffee establishment to be. But there are so many innovative ways to serve great coffee (espresso bars, drive-thru (that's never gonna happen around here), cafes, coffeehouses -- all those mean different things)! Like I've posted before, space is pretty limited where we've been looking so really that dictates the final design. Plus, we are very much in love with old school Italian espresso bars where most of the drinks are consumed while standing at the bar and having a chat with your friendly barista. Product and service coming together perfectly. Believe me, this whole process has been enlightening. We've had to make a lot of compromises. We were basing our initial business plan on being a community center/gathering place much like what Modern Times is now. But there's no chance for us to ever find or be able to afford a space that big (unless it's one that already has a built in clientele). After so many years in business, I've come to realize that you can't be

everything to everybody, but you have to do the few things that you do really well and and be able to be transparent about your business decisions - education is part of the experience both for the business and the consumer. In the end, that will win over people.
thanks again!

On Mon, Jul 9, 2012 at 6:28 PM, Tom Fedewa <[REDACTED]> wrote:

> *Amen! Ken. The coffee drive-thru stands of Oregon and Washington State.
> Amazing and Soooo Good! Starbucks are maybe a close second. And to they
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> *_____*

> *Thomas C. Fedewa*

> *800 Elder NW*

> *Washington, DC 20012*

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>> ken on aspen

>>

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>> Visit PangurBooks at <http://t.co/kxQAht1TJ>

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>> On Thu, Jul 5, 2012 at 7:19 AM, Javier Rivas <[REDACTED]>

>> wrote:

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javier rivas
modern times coffeeshouse at politics and prose bookstore
coup d'etat coffee co., llc
[REDACTED] (shop)
moderntimescoffeeshouse.com
moderntimescoffeeshouse.blogspot.com

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14a **Taxi legislation**

Mon Jul 9, 2012 5:22 pm (PDT) . Posted by: "[brentgoldfarb](#)" [brentgoldfarb](#)

I am a happy customer of Uber. It is an app through which you can order a car service, you can then see the car coming on the map. You pay through the service. I don't use them often (it's not cheap! - but it is a great, reliable service). So I was excited when they announced they are moving down market... Of course, incumbent taxi companies are worried - customers will easily flock to a service that works. Anyone who has tried to get a taxi to their house in Takoma must know what I'm talking about.

I understand that the DC council is voting tomorrow on legislation that would make it impossible to get better taxi service (by creating a price floor). I hope Councilmember Bowser votes against any efforts to limit competition in the market. If not, I expect that she will explain her vote to the community.

Brent Goldfarb
Whittier Street

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14b **Re: Taxi legislation**

Mon Jul 9, 2012 5:25 pm (PDT) . Posted by: "Mike Ranen" mranen

I agree. If the taxi commission was better run I wouldn't have to use uber. However, I am never guaranteed that a cab will come here if I call and if I'm downtown often taxi drivers make up some excuse of why they won't take me back. Uber is very reliable. However, the taxi lobby is so strong in DC I have no doubt they will pass this.

On Monday, July 9, 2012, brentgoldfarb <[REDACTED]> wrote:

>

>

> I am a happy customer of Uber. It is an app through which you can order a car service, you can then see the car coming on the map. You pay through the service. I don't use them often (it's not cheap! - but it is a great, reliable service). So I was excited when they announced they are moving down market... Of course, incumbent taxi companies are worried - customers will easily flock to a service that works. Anyone who has tried to get a taxi to their house in Takoma must know what I'm talking about.

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> Brent Goldfarb

> Whittier Street

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15 FIOS-Verizon Oversight & Complaints

Mon Jul 9, 2012 5:54 pm (PDT) . Posted by: "Steve Smith" sms_dc

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The DC Office of Cable Television (DC OCT) is responsible for overseeing Verizon with respect to FIOS. Call/ inquire/send complaints to them:

http://www.octt.dc.gov/customerservice/OCT_CSQ_Inspector.shtm

phone [REDACTED]

twitter @DCOCT

They DO NOT oversee Verizon wireline phone service -- that's the Public Service Commission.

OCT **IS** responsible for the contract with Verizon to install FIOS. They are responsible for granting/monitoring their DC license.

However, their website FAQs say they oversee only Comcast and RCN.

It would be interesting to see how well they respond to the sales tactics of Verizon (without saying to call Verizon to complain).

[Non-text portions of this message have been removed]

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16 Baby Swing for Sale

Mon Jul 9, 2012 6:04 pm (PDT) . Posted by: "[Robin](#)" [robinleighboyce](#)

Hello,

My husband and I are looking to sell a Graco Baby Swing that we have only used a handful of times in the 4 years we have had it. It is in top-notch condition and almost identical to the following model:

<http://www.bedbathandbeyond.com/1/1/22509-graco-silhouette-infant-swing-edgemont.html>

It retails for \$140. We are looking to sell it for \$90.

Just let me know if you are interested!

Robin

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From: [REDACTED]
To: [REDACTED]
Subject: [TakomaDC] Digest Number 4792
Date: Tuesday, July 10, 2012 5:18:57 AM



TakomaDC, Neighbors Talking to Neighbors Group

11 New Messages

Digest #4792

1a [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#) by "ianrothman" ianrothman

1b [Pepco, unions & contractors](#) by "Sharon Villines" sharonvillines

2a [Re: Fwd: \[ChevyChase\] Is Union Busting to Blame for DC Power Outages](#) by "cassandra.ogren" cassandra.ogren

3 [killer location for coffee \(and something else\)](#) by "Richard Layman" rlaymandc

4a [undergrounding electric wires](#) by "Richard Layman" rlaymandc

5 [1 BR available - short term only](#) by "barbara1126" barbara1126

6a [taxi](#) by "Richard Layman" rlaymandc

7 [Free queen mattress and box spring](#) by "Susan Pultz"

8 [Antique oven](#) by "Susan Pultz"

9 [Fw: \[Petworth\] CM Bowser: Don't Kowtow to the Taxi Mafia](#) by "Joseph Martin" josephmartindc

10a [Re: coffee and the killer location](#) by "Anita Merina" merinastudio

1a [Re: \[shepherdpark\] Fwd: \[Cleveland-Park\] Pepco, unions & contractors](#)

Mon Jul 9, 2012 6:49 pm (PDT) . Posted by: "ianrothman" ianrothman

Pepco's Form 10-KX (SEC filing for 2011) is available online.
<http://bit.ly/L4SLwK>

Executive Compensation in 2011:

\$7,161,758 Total Compensation for Joseph M. Rigby, Pepco Holdings' Chairman, President and Chief Executive Officer;

\$3,142,864 Total Compensation for Anthony J. Kamerick, Pepco Holdings' Senior Vice President and Chief Financial Officer;

\$4,180,726 Total Compensation for David M. Velazquez, Pepco Holdings' Executive

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Vice President;

\$1,957,135 Total Compensation for Kirk J. Emge, Pepco Holdings' Senior Vice President and General Counsel; and

\$1,543,076 Total Compensation for John U. Huffman, the President and Chief Executive Officer of Pepco Energy Services, Inc.

Smart Meters:

Customers in Maryland may opt out of Smart Meters because the Maryland Public Service Commission issued an interim order stating that customers may opt out of Smart Meters until the Commission issues its final decision on Smart Meter-related issues.

<http://bit.ly/LZn9gd>

The District Council has not issued a similar order requiring Pepco to allow customers to opt out.

<http://bit.ly/NgMcKP>

Lawsuit:

Deborah M. Royster's lawsuit accuses Pepco of inserting supervision between Royster and her boss the General Counsel in order to groom a white male to be the next General Counsel at Pepco. Royster also accuses Pepco of retaliating against her for reporting sexual harassment and inappropriate sexual relations between two lawyers and other employees.

<http://bit.ly/NXetmA>

--- In [REDACTED] Chris Turner <northwashingtonneighborsinc@...> wrote:

>

> Ms. Beverly L. Perry

> Senior Vice President, External Affairs, Pepco Holdings, Inc.

>

> Hi Ms. Perry,

>

> Thank you for your e-mail. The e-mail you responded to was forwarded from
> the Cleveland Park list and appears to be a news report. I appreciate your
> response.

>

> Since you have once again opened up a dialogue with me (a previous letter I
> wrote you on the Shepherd Park list, in response to a letter you wrote on
> that same list, was never answered) can you confirm that the Head of PEPCO
> Holdings made over six million dollars last year (including stock options)?

>

> Can you please list the salaries and stock options of all PEPCO executives.
> I assume this is publicly available information and is included in PEPCO's
> SEC filings?

>

> Can you please explain why in Maryland PEPCO customers have a right to
> opt-out of having a "smart" meter but in DC PEPCO customers cannot opt-out,
> even if they have a letter from a doctor saying they are RF EMF sensitive?

>

> Can you please explain why PEPCO has not updated their website to reflect
> the results of the meter test at my house where four PEPCO employees agreed
> that my wireless "smart" meter was not broadcasting constantly up to six
> times per day but rather 32,000 to 54,000 times per day?

>

> Can you explain what was happening in the legal department at PEPCO that

> caused one of the senior lawyers there to sue PEPCO:
> <http://www.washingtoncitypaper.com/blogs/looselips/2011/09/30/erstwhile-d-c-committeewoman-battles-political-rivals%E2%80%94and-pepco/>.
> Has this lawsuit been settled or is it ongoing?
>
> Are you aware of the following problems with "smart" meters in California
> and has PEPCO been having any similar problems here since the storms:
> <http://stopsmartmeters.org/2011/08/27/smart-meters-to-blame-in-east-palo-alto-power-surge/>
>
> Thank you.
>
> Sincerely,
>
> Chris Turner, Esq.
> Neighbors, Inc., vice-president

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1b **Pepco, unions & contractors**

Mon Jul 9, 2012 7:07 pm (PDT) . Posted by: "Sharon Villines" sharonvillines

On 9 Jul 2012, at 9:49 PM, ianrothman wrote:

> Executive Compensation in 2011:
>
> \$7,161,758 Total Compensation for Joseph M. Rigby, Pepco Holdings' Chairman,
President and Chief Executive Officer

I think publishing executive compensation is one of the most effective ways to educate people about the gross inequities in the so called free-market economy. I applaud anyone who can do it. Not even a Republican can keep a straight face and say "free market" when looking at these figures.

This man's time is worth \$137,726 a _week_?

That's \$27,545 a day? Is my calculator working?

Sharon

Sharon Villines, Washington DC
Where all roads lead to Casablanca

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2a **Re: Fwd: [ChevyChase] Is Union Busting to Blame for DC Power Outages**

Mon Jul 9, 2012 6:57 pm (PDT) . Posted by: "cassandra.ogren" cassandra.ogren

Any time a private corporation is responsible for a public good but is primarily profit-oriented, the kind of thing we saw last week is virtually inevitable. This is the fundamental problem with the deregulation and privatization of vital public services-- private companies fail to invest in infrastructure in order to boost their own returns.

I have no doubt that the IBEW members who have been working around the clock to get the lights back on have a legitimate and well-informed perspective on Pepco's shortcomings. The fact that Pepco has been forced to bring in temporary crews from other states to respond to these outages is further proof that the failure to properly

staff the business and invest in its highly skilled workforce has serious consequences for all of us.

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3 **killer location for coffee (and something else)**

Mon Jul 9, 2012 7:09 pm (PDT) . Posted by: "[Richard Layman](#)" [rlaymandc](#)

it's business. That's why I said you should contact me offline. What's the point of disclosing a killer location to the world? Plus there are other problematic issues, but it's killer.

Richard Layman

[Non-text portions of this message have been removed]

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4a **undergrounding electric wires**

Mon Jul 9, 2012 7:26 pm (PDT) . Posted by: "[Richard Layman](#)" [rlaymandc](#)

that article was interesting but pretty global. The DC PSC study found that the industry standard nationally for undergrounding was something like \$1.5 million per mile, while Pepco quotes over \$20 million per mile.

This did come up in Brookland when I was the Main Street manager there. There isn't city legislation requiring undergrounding to happen when roads are reconstructed. Plus the elected officials tend to be in the utility pocket (cf. Sharon Pratt Kelly and Vincent Orange having affiliations with Pepco).

In Brookland, the residents were totally wacked and unable to focus when they had the opportunity. During the streetscape planning they were focused on telling the city planners and consultants on how they thought they were totally f*ed, rather than focusing on key issues. Because there isn't law on undergrounding, it wasn't pushed in the plan, especially because the electeds wilt when Pepco says \$20+ million/mile. (I looked into this at the time, I remember finding that some small NC town did it for much less. Although there is the connection to each building issue, which wasn't figured into the cost. And who pays this cost is a significant part of the Pepco cost quote.)

After the streetscape was in construction, then the residents clamored for undergrounding of the electric lines, even sued the city, BUT years after they had the opportunity to press for the change when they could have made a difference and got it into the plan and into the design and engineering of the streetscape before construction.

Crazy people in Brookland is why I refuse to live in Ward 5. I have a line that neighborhoods in DC aren't just f*ed up because of disinvestment, there are problems with legacy leadership too. Brookland has a history of this kind of behavior, which after awhile "disincentivizes" people who work for govt. from helping you...

These are blog entries on the issue:

- <http://urbanplacesandspaces.blogspot.com/2011/11/undergrounding-electric-utility-lines.html>
- <http://urbanplacesandspaces.blogspot.com/2011/08/undergrounding-utilities.html>
- <http://urbanplacesandspaces.blogspot.com/2008/10/moving-towards-underground-utility-line.html>

This is an EEI study from 2006:

- http://web.archive.org/web/20081013064515/http://www.eei.org/industry_

[issues/energy_infrastructure/distribution/UndergroundReport.pdf](#)

Richard Layman

[Non-text portions of this message have been removed]

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5 **1 BR available - short term only**

Mon Jul 9, 2012 7:30 pm (PDT) . Posted by: "[barbara1126](#)" [barbara1126](#)

Hi everyone,

We are showing our 1 BR basement apartment this weekend. Please forward to anyone you think might be interested.

Barbara
Whittier Street NW

Large light filled 1 BR basement apartment available immediately until the end of 2012 (homeowners moving). Separate alarmed entrance, shared laundry. Central AC and radiant heat. New w/w carpet and tile floors. Partially furnished (or can be unfurnished).

Less than 10 minute walk to Takoma metro. Just around the corner from the shops of downtown Takoma Park and the farmer's market. Easy on-street parking available, or off-street parking can be made available.

\$1200 month includes all utilities. Very willing to negotiate lower rent in exchange for some evening/weekend child care.

Showing this Saturday and Sunday (7/14 and 7/15). Please email [barbara1126 AT yahoo DOT com](#) for address and to set up a time to come by.

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6a **taxis**

Mon Jul 9, 2012 7:30 pm (PDT) . Posted by: "[Richard Layman](#)" [rlaymandc](#)

I don't know how strong the taxi lobby is. I do know that elected officials would rather write and pass legislation rather than commission a comprehensive transportation plan and defer in some respects to recommendations from such a source.

The real issue for me is that there is the legislation but no underlying transportation master plan with an element on taxi services and shared vehicle services. Were there, this issue and many others could be and should be addressed. While I would never pay the prices that Uber demands, I think it's pathetic that if I have an early flight at National Airport, I will call Red Top to pick me up (in upper Ward 4) because I know that they will come when I say they should, and I can set up an appt. online, and that DC taxi services aren't equivalently reliable, which is why we are driven to use other services.

E.g., this past blog entry... <http://urbanplacesandspaces.blogspot.com/2012/05/dc-and-taxis-need-for-comprehensive.html>

which doesn't even discuss "shared taxis/jitneys/collective taxis" (a la Montreal), which appear to be necessary in the outer ward areas.

Richard Layman

[Non-text portions of this message have been removed]

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7 **Free queen mattress and box spring**

Mon Jul 9, 2012 7:43 pm (PDT) . Posted by: "[Susan Pultz](#)"

Free queen mattress and box spring, and metal frame. Only about 5 years old. I'm keeping it inside so it stays nice, so just e-mail if you are interested.

Susan on Whittier

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8 **Antique oven**

Mon Jul 9, 2012 7:46 pm (PDT) . Posted by: "[Susan Pultz](#)"

I have an antique oven in my basement that's pretty cool, but I need to get rid of it. The make is Roper. I have no idea how old it is (was there when I moved in). Dimensions are roughly 40" wide, 36" high in front, 39" high in back. Photos attached. Please e-mail if interested.

Susan on Whittier

[Non-text portions of this message have been removed]

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9 **Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia**

Mon Jul 9, 2012 8:12 pm (PDT) . Posted by: "[Joseph Martin](#)" [josephmartindc](#)

Please share if you like. This issue is heating up on the Petworth Yahoo Group.

Change.org petition about the issue described below:

http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

From: wayan_vota <[\[REDACTED\]](#)>
To: [\[REDACTED\]](#)
Sent: Monday, July 9, 2012 8:39 PM
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

[Non-text portions of this message have been removed]

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10a **Re: coffee and the killer location**

Tue Jul 10, 2012 12:37 am (PDT) . Posted by: "Anita Merina" [merinastudio](#)

I'm an advocate for the upper 14th area---right up by Second Wind fitness and a great location would be that spot that used to be the dry cleaners. As a resident of this area--i've been seeing great growth in young professionals and new families moving in to mix with the rest of us--i love this neighborhood--and we miss Colorado Kitchen--which often had people lining up for their Sunday brunches and their dinners.

I think it would be a cornerstone of the area and attract a nice following.

Nice to have in Takoma park too but i see too many places come and go so quickly there.

Best of luck! I'm a P&P patron and love the Modern Times cafe--plus you have a lot of artists in our neighborhood, myself included, who would love to see a great place to gather here.

hope that's helpful from this end.

Anita on Madison St.

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From: [REDACTED] on behalf of [Mr. Keith Jarrell](#)
To: [REDACTED]
Subject: Re: [TakomaDC] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 8:03:18 AM

I don't think residents of ward 4 should get their hopes up. Remember if you will that mBowser's campaign in 2008 had money orders with names of taxi cab companies mis-spelled that originated as cash donations. The article bringing this to light was published in the city paper. With ties such as this, I find it unusual that she would now vote against their lobbying efforts.
But let's hope!

Keith Jarrell

Sent from my iPad

On Jul 10, 2012, at 7:24 AM, "[REDACTED]" <[REDACTED]> wrote:

Ditto. Virtually impossible to count on a cab to catch a train or plane. Only western city I know of with such unreliable service, incapable even of giving an ETA.
I vote for efficiency in free marketplace- allow Uber the same rates as taxis.

-----Original Message-----

From: Tom Fedewa <[REDACTED]>
Sender: [REDACTED]
Date: Tue, 10 Jul 2012 07:12:51
To: <[REDACTED]>
Reply-To: [REDACTED]
Subject: Re: [TakomaDC] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Our guests as well as those of our neighbors continually complain about the taxi service in Ward 4. Drivers try to over charge. Drivers don't know city addresses. Drivers don't show up on time; if at all. Drivers have major communication problems. And it goes on and on.

Please can we do something to improve the image as well as this essential service here in our beautiful city.

Thanks
Tom (signed)

Thomas C. Fedewa
800 Elder NW
Washington, DC 20012

[REDACTED]
On Mon, Jul 9, 2012 at 11:12 PM, Joseph Martin <[REDACTED]> wrote:

>
>

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[Non-text portions of this message have been removed]

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From: [REDACTED] on behalf of [REDACTED]
To: [REDACTED]
Subject: Re: [TakomaDC] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Tuesday, July 10, 2012 7:24:52 AM

Ditto. Virtually impossible to count on a cab to catch a train or plane. Only western city I know of with such unreliable service, incapable even of giving an ETA.

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-----Original Message-----

From: Tom Fedewa <[REDACTED]>
Sender: [REDACTED]
Date: Tue, 10 Jul 2012 07:12:51
To: <[REDACTED]>
Reply-To: [REDACTED]
Subject: Re: [TakomaDC] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

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Thanks
Tom (signed)

Thomas C. Fedewa
800 Elder NW
Washington, DC 20012

[REDACTED]

On Mon, Jul 9, 2012 at 11:12 PM, Joseph Martin <[REDACTED]> wrote:
>
>

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From: [REDACTED] on behalf of [Joseph Martin](#)
To: [4D Neighbors](#); [TakomaDC Takoma](#)
Subject: [TakomaDC] Fw: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia
Date: Monday, July 09, 2012 11:13:00 PM

Please share if you like. This issue is heating up on the Petworth Yahoo Group.

Change.org petition about the issue described below:

http://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment?utm_source=action_alert&utm_medium=email&utm_campaign=7383&alert_id=epQvjPmUWy_prAPFniWKX

From: wayan_vota <[REDACTED]>
To: [REDACTED]
Sent: Monday, July 9, 2012 8:39 PM
Subject: [Petworth] CM Bowser: Don't Kowtow to the Taxi Mafia

Muriel,

It's come to my attention that the DC Council is preparing to add the "Uber Amendment" to the taxi modernization bill, which you are voting on Tuesday morning. This amendment is specifically designed to limit transportation options in the District.

The amendment is clear in its goal - to overprice taxi alternatives so they are out of reach of normal District residents - and its target, the Uber car service:

(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I am saddened that the City Council would pander to the taxicab industry so blatantly. The same industry that fought any level of modernization or improved customer service, and has historically underserved Ward 4. Don't get me started on the lack of cabs or even dispatched cabs picking up in Petworth.

With disregard for service by the existing taxi fleet, I respectfully request that you object to the "Uber Amendment" and allow transportation alternatives to service our Ward. We certainly need them.

Wayan

More info: <https://www.change.org/petitions/dc-council-strike-down-the-minimum-fare-language-from-the-uber-amendment>

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From: [REDACTED] on behalf of [Mike Ranen](#)
To: [REDACTED]
Subject: Re: [TakomaDC] Taxi legislation
Date: Monday, July 09, 2012 8:25:35 PM

I agree. If the taxi commission was better run I wouldn't have to use Uber. However, I am never guaranteed that a cab will come here if I call and if I'm downtown often taxi drivers make up some excuse of why they won't take me back. Uber is very reliable. However, the taxi lobby is so strong in DC I have no doubt they will pass this.

On Monday, July 9, 2012, brentgoldfarb <[REDACTED]> wrote:

>

>

> I am a happy customer of Uber. It is an app through which you can order a car service, you can then see the car coming on the map. You pay through the service. I don't use them often (it's not cheap! - but it is a great, reliable service). So I was excited when they announced they are moving down market... Of course, incumbent taxi companies are worried - customers will easily flock to a service that works. Anyone who has tried to get a taxi to their house in Takoma must know what I'm talking about.

>

> I understand that the DC council is voting tomorrow on legislation that would make it impossible to get better taxi service (by creating a price floor). I hope Councilmember Bowser votes against any efforts to limit competition in the market. If not, I expect that she will explain her vote to the community.

>

> Brent Goldfarb
> Whittier Street

>

>

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<http://docs.yahoo.com/info/terms/>

From: [REDACTED] on behalf of [brentgoldfarb](#)
To:
Subject: [TakomaDC] Taxi legislation
Date: Monday, July 09, 2012 8:22:08 PM

I am a happy customer of Uber. It is an app through which you can order a car service, you can then see the car coming on the map. You pay through the service. I don't use them often (it's not cheap! - but it is a great, reliable service). So I was excited when they announced they are moving down market... Of course, incumbent taxi companies are worried - customers will easily flock to a service that works. Anyone who has tried to get a taxi to their house in Takoma must know what I'm talking about.

I understand that the DC council is voting tomorrow on legislation that would make it impossible to get better taxi service (by creating a price floor). I hope Councilmember Bowser votes against any efforts to limit competition in the market. If not, I expect that she will explain her vote to the community.

Brent Goldfarb
Whittier Street

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From: [REDACTED] on behalf of [Richard Layman](#)
To: [REDACTED]
Subject: [TakomaDC] taxis
Date: Monday, July 09, 2012 10:30:39 PM

I don't know how strong the taxi lobby is. I do know that elected officials would rather write and pass legislation rather than commission a comprehensive transportation plan and defer in some respects to recommendations from such a source.

The real issue for me is that there is the legislation but no underlying transportation master plan with an element on taxi services and shared vehicle services. Were there, this issue and many others could be and should be addressed. While I would never pay the prices that Uber demands, I think it's pathetic that if I have an early flight at National Airport, I will call Red Top to pick me up (in upper Ward 4) because I know that they will come when I say they should, and I can set up an appt. online, and that DC taxi services aren't equivalently reliable, which is why we are driven to use other services.

E.g., this past blog entry... <http://urbanplacesandspaces.blogspot.com/2012/05/dc-and-taxis-need-for-comprehensive.html>

which doesn't even discuss "shared taxis/jitneys/collective taxis" (a la Montreal), which appear to be necessary in the outer ward areas.

Richard Layman

[Non-text portions of this message have been removed]

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From: [REDACTED] on behalf of [Josh Ourisman](#)
To: [REDACTED]
Subject: [TakomaDC] The DC City Council is actively working to decrease the quality of our transportation services.
Date: Monday, July 09, 2012 5:05:50 PM

--
Josh Ourisman
[REDACTED]

Forwarded message:

> From: Travis, Uber CEO <[REDACTED]>
> To: Joshua Ourisman <[REDACTED]>
> Date: Monday, July 9, 2012 4:40:52 PM
> Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
>
> Choice is a beautiful thing
> Un-Independence
> On Independence Day, Uber announced a roll out of a lower cost service (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=5b2290a8f1>) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.
> The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=5b2290a8f1>) that has significant experience (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=5b2290a8f1>) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.
> For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.
> Take Action
> THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!
> If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?
>
> Strike down the MINIMUM FARE language from the Uber Amendment (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00fffb7f2a&e=5b2290a8f1>).
>
> Here are the City Council members' contact info. Call/write as many of them as possible!
> Phil Mendelson (Chairman), (202) [REDACTED] (mailto:[REDACTED])
> Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] (mailto:[REDACTED]) @marycheh (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=5b2290a8f1>)
> Michael Brown, at-large, (202) [REDACTED] (mailto:[REDACTED])
> @cmmichaelbrown (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=5b2290a8f1>)
>
> Jim Graham, Ward 1, (202) [REDACTED] (mailto:[REDACTED]) @jimgrahamward1 (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=5b2290a8f1>)
> Jack Evans, Ward 2, (202) [REDACTED] (mailto:[REDACTED]) @jackevansward2 (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=5b2290a8f1>)
> Muriel Bowser, Ward 4, (202) [REDACTED] (mailto:[REDACTED]) @murielbowser (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=5b2290a8f1>)
> Kenyan McDuffie, Ward 5, (202) [REDACTED] (mailto:[REDACTED]) @kenyanmcduffie (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=5b2290a8f1>)
> Tommy Wells, Ward 6, (202) [REDACTED] (mailto:[REDACTED]) @tommywells (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=5b2290a8f1>)
> Yvette Alexander, Ward 7, (202) [REDACTED] (mailto:[REDACTED]) @cmyma (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=5b2290a8f1>)
> Marion Barry, Ward 8, (202) [REDACTED] (mailto:[REDACTED]) @marionbarryjr (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=5b2290a8f1>)
>
> David Catania, at-large, (202) [REDACTED] (mailto:[REDACTED]) @cataniapress (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=5b2290a8f1>)
> Vincent Orange, at-large, (202) [REDACTED] (mailto:[REDACTED]) @vincentorangedc (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=5b2290a8f1>)
>

> Keep the #UberDCLove alive. See full blog post here (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=5b2290a8f1>).

> Sincerely,

> Travis Kalanick, Uber Co-Founder and CEO

> To join the #UberDCLove activism team, click here (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=5b2290a8f1>).

>

> Uber Technologies, Inc.

> 182 Howard Street, #8

> San Francisco, CA 94105

> Unsubscribe (<http://uber.us1.list-manage.com/unsubscribe?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=5b2290a8f1&c=acc77ad2b2>)

> Subscription Preferences (<http://uber.us1.list-manage2.com/profile?u=8d2fd6968b2b5c64d0d22dba2&id=1052ddac3b&e=5b2290a8f1>)

> View this email in your browser (<http://us1.campaign-archive2.com/?u=8d2fd6968b2b5c64d0d22dba2&id=acc77ad2b2&e=5b2290a8f1>)

> @Uber_DC (<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8e61f1c37e&e=5b2290a8f1>)

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From: [REDACTED]
To: [REDACTED]
Subject: [ward5] Digest Number 3745
Date: Tuesday, July 10, 2012 9:00:07 PM



Ward5 Group

25 New Messages

Digest #3745

- 1 [Webb Elementary School fire ignites in Northeast | WJLA.com](#) by "Wendy Lewis"
wendy_lewis2
- 2a [News upate: Graham rewrites law to benefit Ward 5 nightclubs](#) by "Brookland Heartbeat"
ward5heartbeat
- 2b [Re: News upate: Graham rewrites law to benefit Ward 5 nightclubs](#) by "KPW" kpw5dc
- 3.1 [DC's Liquor License](#) by "Greg Roberts" pyramus12
- 4a [Re: \[Brookland\] Uber Cab in Jeopardy](#) by "Rob"
- 4b [Re: \[Brookland\] Uber Cab in Jeopardy](#) by "Greg" pyramus12
- 4c [Re: \[Brookland\] Uber Cab in Jeopardy](#) by "Rob"
- 5 [WCP: proposal to relocate the Corcoran to Ward 5's Hecht warehouse](#) by "scott@scott-roberts.net" scott_roberts20002
- 6 [Hanover/Bates Community Walk - Wednesday 7/11](#) by "Kelly Hoffman" suedoc
- 7 [Re: \[WardFive\] Re: \[Brookland\] Uber Cab in Jeopardy](#) by "Rob"
- 8a [Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW](#) by "Carter, Donna"
- 8b [Re: Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW](#) by "Brian Bradford"
brianbradford42
- 8c [Re: Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW](#) by "Carter, Donna"
- 9a [Strip Clubs Are limited to 2 per Ward](#) by "stephanie rones"
- 9b [Re: Strip Clubs Are limited to 2 per Ward](#) by "Matt Ashburn"
- 9c [Re: Strip Clubs Are limited to 2 per Ward](#) by "Mobley, Levonna (Council)"
mobley.jeannette
- 9d [Re: Strip Clubs Are limited to 2 per Ward](#) by "RobbyCU" robbycu
- 9e [Re: Strip Clubs Are limited to 2 per Ward](#) by "Karen" ladyjedimd
- 9f [Re: Strip Clubs Are limited to 2 per Ward](#) by "Matt Ashburn"

9g	Re: Strip Clubs Are limited to 2 per Ward by "Aaron McCormick" littleaaron01
9h	Re: Strip Clubs Are limited to 2 per Ward by "RobbyCU" robbycu
9i	Re: Strip Clubs Are limited to 2 per Ward by "KPW" kpw5dc
9j	Re: Strip Clubs Are limited to 2 per Ward by "KPW" kpw5dc
10a	RECALLING: Re: Pls See Attached_Press Release onPress Conference re by "Gigi Ransom" gigifor5c12
11a	Re: McDuffie asks D.C. to move streetcar barn from Ward 5 site by "KPW" kpw5dc

1 [Webb Elementary School fire ignites in Northeast | WJLA.com](#)

Tue Jul 10, 2012 2:21 am (PDT) . Posted by: "Wendy Lewis" wendy_lewis2

<http://www.wjla.com/articles/2012/07/webb-elementary-school-fire-ignites-in-northeast-77701.html>

Knowledge is knowing a tomato is a fruit; Wisdom is not putting it in a fruit salad.

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2a [News update: Graham rewrites law to benefit Ward 5 nightclubs](#)

Tue Jul 10, 2012 6:04 am (PDT) . Posted by: "Brookland Heartbeat" ward5heartbeat

Read the Ward 5 Heartbeat news update here: Graham Rewrites Law to Benefit Ward 5 Nightclubs

Ward 5 Heartbeat
www.Ward5Heartbeat.org
1335 Lawrence St NE
Washington DC 20017
[REDACTED]

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2b [Re: News update: Graham rewrites law to benefit Ward 5 nightclubs](#)

Tue Jul 10, 2012 5:47 pm (PDT) . Posted by: "KPW" kpw5dc

This is a shame. Ward 5 still gets no respect. Does anybody care about Ward 5?

Chairman Mendelson needs to be invited to Ward 5 to ensure we aren't dissed.

KPW

Brookland Heartbeat <[REDACTED]> wrote:

>
>
>
>

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7 New Members >

We are making changes based on your feedback, Thank you !

Submit Feedback >

>
>Read the Ward 5 Heartbeat news update here: Graham Rewrites Law to Benefit
Ward 5 Nightclubs
>
>
>
>Ward 5 Heartbeat
>www.Ward5Heartbeat.org
>1335 Lawrence St NE
>Washington DC 20017
>(202) [REDACTED]

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3.1 **DC's Liquor License**

Tue Jul 10, 2012 6:25 am (PDT) . Posted by: "Greg Roberts" pyramus12

DC's Liquor License is about to change:

<http://rhodeislandavene.com/2012/07/10/should-everyone-have-the-right-to-protest-ria-businesses-on-the-own/>

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4a **Re: [Brookland] Uber Cab in Jeopardy**

Tue Jul 10, 2012 7:00 am (PDT) . Posted by: "Rob"

Hello Matt,

Isn't it strange - it is amazing that you and others want a cheaper taxi
(which I don't have a problem with) *BUT SAY NOTHING* WHEN THE WONDERFUL
CITY COUNCIL MEMBERS* WANT TO SPEND BILLIONS* ON A STREET CAR that
has to
be *SUBSIDIZED*.

HOW ABOUT THIS FOR IRONY!!! You and others probably don't get it
but the millions and millions that will be used for subsidy is money that
we can use for other more needed things. In addition, a cheaper electric
taxi cab (maybe Uber) around H Street would be much better.

HILARIOUS.

Rob.

On Tue, Jul 10, 2012 at 12:44 AM, Matt Turley <[REDACTED]> wrote:

> **
>
>
>
> Hi All,
>
> Uber cab, a relatively new service that provides an outstanding
> alternative to cabs that never show up in our neighborhood is under attack
> by the Taxi lobby in DC. Please see the message below and my email to all
> of DC council. Please reach out in support of Uber.
>
>
> to pmendelson, mchew, mbrown, jgraham, jevans, mbowser, kmcduffie, twells,
> yalexander, mbarry, dcatania, vorange...
>
> Ladies and Gentlemen of the Council,

>

> I am writing to express my frustration and shock of hearing that there is

> currently an amendment that will limit transportation options in a city

> like ours where the public transportation options are so very problematic.

> I am a 3-year resident of Ward 5, living in the Brookland area. Since

> moving here in 2009, one of our biggest hassles has been the availability,

> or lack there of, and the horrible reliability of DC's Taxi system.

> Fearing from robberies, the out of the way nature of the location, and

> other factors, cab drivers simply do not respond to our requests. Even

> when scheduling cabs for air travel, the cabs often do not show up.

> Several times, I have had to drive to the airport and pay the outrageous

> parking fees because my scheduled cab did not arrive.

>

> Since Uber was released in DC, these problems were eliminated. I've used

> the service about 10 times now, and every time I have a cab at my house

> within 15 minutes - normally much faster. This service has alleviated a

> huge headache for us, and I am very upset to learn that pending legislation

> would all but cripple the service, requiring there minimum fare to be

> ridiculously more expensive than a standard taxi.

>

> I urge you, for the good of all DC residents, vote NO on this issue.

>

> Thank you,

> Matt Turley

> 17th St., NE

> Washington, DC 20018

>

> *Un-Independence*

> On Independence Day, Uber announced a roll out of a lower cost

service<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=b035a1122b>>that we call UberX. A less expensive Uber option on

an all-hybrid fleet.

> We're pretty excited about it and think it's a great idea for cities across

> the country. What some of you probably noticed is that there was no roll

> out of this service in the District. That is because, only days earlier,

> the DC City Council informed us that they intended to pass an amendment to

> the taxi modernization bill that would *make it illegal for Uber to lower

> its prices* or to offer a low cost service in any form.

>

> The Council's intention is to prevent Uber from being a viable alternative

> to taxis by enacting a price floor to set Uber's minimum fare at today's

> rates and *no less than 5 times a taxi's minimum fare*. Consequently they

> are handicapping a reliable, high quality transportation alternative so

> that Uber cannot offer a high quality service at the best possible

> price. It was hard for us to believe that an elected body would choose to

> keep prices of a transportation service artificially high - but the goal is

> essentially to protect a taxi industry<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=b035a1122b>>that has significant

> experience<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=b035a1122b>>in influencing local politicians. They

want to make sure there is no viable

> alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the

> DC City Council is going to formalize that principle into law.

>

> For obvious reasons, Uber is seriously concerned about punitive government

> intervention in a well functioning marketplace. Because of this we felt it

> was our responsibility to let our riders know about the issues at hand.

>

> *Take Action*

> *THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!*

> If each of us writes or calls our DC Council people, we could make an

> impact on this law. What are we asking for?

>
> *Strike down the MINIMUM FARE language from the Uber Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=00ffb7f2a&e=b035a1122b>>
> . *
>
> Here are the City Council members' contact info. Call/write as many of
> them as possible!
>
> - *Phil Mendelson* (Chairman), (202) [REDACTED]
> - *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment,
> Public Works and Transportation), (202) [REDACTED]
> @marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=b035a1122b>>
> - *Michael Brown*, at-large, (202) [REDACTED]
> @cmmichaelabrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=b035a1122b>>
>
> - *Jim Graham*, Ward 1, (202) [REDACTED]
> @jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=b035a1122b>>
> - *Jack Evans*, Ward 2, (202) [REDACTED]
> @jackevansward2<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=b035a1122b>>
> - *Muriel Bowser*, Ward 4, (202) [REDACTED]
> @murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=b035a1122b>>
> - *Kenyan McDuffie*, Ward 5, (202) [REDACTED]
> @kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=b035a1122b>>
> - *Tommy Wells*, Ward 6, (202) [REDACTED]
> @tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=b035a1122b>>
> - *Yvette Alexander*, Ward 7, (202) [REDACTED]
> @cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=b035a1122b>>
> - *Marion Barry*, Ward 8, (202) [REDACTED]
> @marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=b035a1122b>>
>
> - *David Catania*, at-large, (202) [REDACTED]
> @cataniapress<<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=b035a1122b>>
> - *Vincent Orange*, at-large, (202) [REDACTED]
> @vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=b035a1122b>>
>
> Keep the #UberDCLove alive. See full blog post here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=b035a1122b>>
> .
>
> Sincerely,
> Travis Kalanick, Uber Co-Founder and CEO
>
> *To join the #UberDCLove activism team, click here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=cb285e761a&e=b035a1122b>>
> .
>
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> *

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>

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R. Ramson
3744 12th Street, N.E.,
Washington D.C., 20017
[REDACTED]

"We must become the change we want to see" - Mohandas Gandhi-
(Together, for a Brighter Tomorrow)

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4b **Re: [Brookland] Uber Cab in Jeopardy**

Tue Jul 10, 2012 7:15 am (PDT) . Posted by: "Greg" pyramus12

Rob, Don't discount your argument but are you assuming that just because Matt didn't post anything about the streetcar on the listserve proves that he didn't express an opinion either way to the Council on his own?

--- In [REDACTED] Rob <indianrob@...> wrote:

>
> Hello Matt,
>
> Isn't it strange - it is amazing that you and others want a cheaper taxi
> (which I don't have a problem with) *BUT SAY NOTHING* WHEN THE
> WONDERFUL
> CITY COUNCIL MEMBERS* WANT TO SPEND BILLIONS* ON A STREET CAR
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> be *SUBSIDIZED*.
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> but the millions and millions that will be used for subsidy is money that
> we can use for other more needed things. In addition, a cheaper electric
> taxi cab (maybe Uber) around H Street would be much better.
>
> HILARIOUS.
>
> Rob.
>
> On Tue, Jul 10, 2012 at 12:44 AM, Matt Turley <mattturley@...> wrote:
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> > **
> >
> >
> > Hi All,
> >
> > Uber cab, a relatively new service that provides an outstanding
> > alternative to cabs that never show up in our neighborhood is under attack
> > by the Taxi lobby in DC. Please see the message below and my email to all
> > of DC council. Please reach out in support of Uber.
> >
> >
> > to pmendelson, mchch, mbrown, jgraham, jevans, mbowser, kmcduffie, twells,
> > yalexander, mbarry, dcatania, vorange...
> >
> > Ladies and Gentlemen of the Council,
> >
> > I am writing to express my frustration and shock of hearing that there is
> > currently an amendment that will limit transportation options in a city

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> >

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> > its prices* or to offer a low cost service in any form.

> >

> > The Council's intention is to prevent Uber from being a viable alternative

> > to taxis by enacting a price floor to set Uber's minimum fare at today's

> > rates and *no less than 5 times a taxi's minimum fare*. Consequently they

> > are handicapping a reliable, high quality transportation alternative so

> > that Uber cannot offer a high quality service at the best possible

> > price. It was hard for us to believe that an elected body would choose to

> > keep prices of a transportation service artificially high - but the goal is

> > essentially to protect a taxi industry<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=3d87bf0c6f&e=b035a1122b>>that has significant

> > experience<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=b035a1122b>>in influencing local politicians. They

want to make sure there is no viable

> > alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the

> > DC City Council is going to formalize that principle into law.

> >

> > For obvious reasons, Uber is seriously concerned about punitive government

> > intervention in a well functioning marketplace. Because of this we felt it

> > was our responsibility to let our riders know about the issues at hand.

> >

> > *Take Action*

> > *THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!*

> > If each of us writes or calls our DC Council people, we could make an

> > impact on this law. What are we asking for?

> >

> > *Strike down the MINIMUM FARE language from the Uber

Amendment<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c>

64d0d22dba2&id=00fffb7f2a&e=b035a1122b>
> > .
> >
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> > - *Phil Mendelson* (Chairman), (202) [REDACTED] pmendelson@...
> > - *Mary Cheh*, Ward 3, (Chairperson of Committee on the Environment,
> > Public Works and Transportation), (202) [REDACTED] mcheh@...,
> > @marycheh<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=b035a1122b>>
> > - *Michael Brown*, at-large, (202) [REDACTED] mbrown@...,
> > @cmmichaelabrown<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=b035a1122b>>
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> > @jimgrahamward1<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=b035a1122b>>
> > - *Jack Evans*, Ward 2, (202) [REDACTED] jevans@...,
> > @jackevansward2<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=b035a1122b>>
> > - *Muriel Bowser*, Ward 4, (202) [REDACTED] mbowser@...,
> > @murielbowser<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=b035a1122b>>
> > - *Kenyan McDuffie*, Ward 5, (202) [REDACTED] kmcduffie@...,
> > @kenyanmcduffie<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=b035a1122b>>
> > - *Tommy Wells*, Ward 6, (202) [REDACTED] twells@...,
> > @tommywells<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=53ad59ca98&e=b035a1122b>>
> > - *Yvette Alexander*, Ward 7, (202) [REDACTED] yalexander@...,
> > @cmyma<<http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=af5f72fb0a&e=b035a1122b>>
> > - *Marion Barry*, Ward 8, (202) [REDACTED] mbarry@...,
> > @marionbarryjr<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=b035a1122b>>
> >
> > - *David Catania*, at-large, (202) [REDACTED] dcatania@...,
> > @cataniapress<<http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=b035a1122b>>
> > - *Vincent Orange*, at-large, (202) [REDACTED] vorange@...,
> > @vincentorangedc<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=b035a1122b>>
> >
> > Keep the #UberDCLove alive. See full blog post here<<http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a1ee24e931&e=b035a1122b>>
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> --
> R. Ramson
> 3744 12th Street, N.E.,
> Washington D.C., 20017
> [REDACTED]
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> "We must become the change we want to see" - Mohandas Gandhi-
> (Together, for a Brighter Tomorrow)
>

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4c **Re: [Brookland] Uber Cab in Jeopardy**

Tue Jul 10, 2012 7:48 am (PDT) . Posted by: "Rob"

Greg,

Of course you would like to place me in the ASSUMPTION BOX. The reality is that even if Matt did protest the Street Car, I can guarantee you that many of those who would like to see the UBER Cab stay and service the community do support the really expensive Street Car!! SO if the shoe fits Matt, you or anyone else, wear it - the fact is that the Street Car should not take precedence over fixing our SCHOOLS, RECS. and other Infrastructure. I know that none of those City Council People would want their kids to be in many of the learning environments that exist in some of Wards 5, 7, and 8.

What you and others don't get is that your silent support for spending billions on Street Cars shows a lack of respect and an indignant abomination for the future of many of our youth. Just like you and the rest of Gay Community want your civil rights - which I have been very outspoken for, THE BLACK COMMUNITY want these simple CIVIL RIGHTS for our children.

Get off your Ass and start mobilizing the Gay community for our children or they will grow up not being able to process information in an appropriate manner, become frustrated and will likely be destructive to themselves and us - and become a burden to the community overall - from petty larceny to robberies, to murder.

For the Millionth time, we can send your kids to all the best schools money can buy but nothing stops robbery, rape, bullets like making sure that all kids have the best environmen possible to learn, play so that they can develop the proper attitudes for life. Let's make this truly a community who stands together for the rights of each other!!

How about this for an assumption - I am going to assume that these forsaken kids will come onto that same trolley and take your _____ just because you and others stole away their opportunities in life!! How about that ASSUMPTION.

Rob

On Tue, Jul 10, 2012 at 10:14 AM, Greg <[REDACTED]> wrote:

> **
>
>
>
> Rob, Don't discount your argument but are you assuming that just because
> Matt didn't post anything about the streetcar on the listserve proves that
> he didn't express an opinion either way to the Council on his own?

>
> --- In [REDACTED] Rob <indianrob@...> wrote:
> >
> > Hello Matt,
> >
> > Isn't it strange - it is amazing that you and others want a cheaper taxi
> > (which I don't have a problem with) *BUT SAY NOTHING* WHEN THE
WONDERFUL
> > CITY COUNCIL MEMBERS* WANT TO SPEND BILLIONS* ON A STREET CAR
that has to
> > be *SUBSIDIZED*.
>
> >
> > HOW ABOUT THIS FOR IRONY!!! You and others probably don't get it
> > but the millions and millions that will be used for subsidy is money that
> > we can use for other more needed things. In addition, a cheaper electric
> > taxi cab (maybe Uber) around H Street would be much better.
> >
> > HILARIOUS.
> >
> > Rob.
> >
> > On Tue, Jul 10, 2012 at 12:44 AM, Matt Turley <mattturley@...> wrote:
> >
> > > **
>
> > >
> > >
> > > Hi All,
> > >
> > > Uber cab, a relatively new service that provides an outstanding
> > > alternative to cabs that never show up in our neighborhood is under
> attack
> > > by the Taxi lobby in DC. Please see the message below and my email to
> all
> > > of DC council. Please reach out in support of Uber.
> > >
> > >
> > > to pmendelson, mchew, mbrown, jgraham, jevans, mbowser, kmcduffie,
> twells,
> > > yalexander, mbarry, dcatania, vorange...
> > >
> > > Ladies and Gentlemen of the Council,
> > >
> > > I am writing to express my frustration and shock of hearing that there
> is
> > > currently an amendment that will limit transportation options in a city
> > > like ours where the public transportation options are so very
> problematic.
> > > I am a 3-year resident of Ward 5, living in the Brookland area. Since
> > > moving here in 2009, one of our biggest hassles has been the
> availability,
> > > or lack thereof, and the horrible reliability of DC's Taxi system.
> > > Fearing from robberies, the out of the way nature of the location, and
> > > other factors, cab drivers simply do not respond to our requests. Even
> > > when scheduling cabs for air travel, the cabs often do not show up.
> > > Several times, I have had to drive to the airport and pay the
> outrageous
> > > parking fees because my scheduled cab did not arrive.
> > >
> > > Since Uber was released in DC, these problems were eliminated. I've
> used

> > > the service about 10 times now, and every time I have a cab at my house
 > > > within 15 minutes - normally much faster. This service has alleviated a
 > > > huge headache for us, and I am very upset to learn that pending
 > legislation
 > > > would all but cripple the service, requiring there minimum fare to be
 > > > ridiculously more expensive than a standard taxi.
 > > >
 > > > I urge you, for the good of all DC residents, vote NO on this issue.
 > > >
 > > > Thank you,
 > > > Matt Turley
 > > > 17th St., NE
 > > > Washington, DC 20018
 > > >
 > > > *Un-Independence*
 > > > On Independence Day, Uber announced a roll out of a lower cost service<
 > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=56116f874e&e=b035a1122b>>that
 > we call UberX. A less expensive Uber option on an all-hybrid fleet.
 >
 > > > We're pretty excited about it and think it's a great idea for cities
 > across
 > > > the country. What some of you probably noticed is that there was no
 > roll
 > > > out of this service in the District. That is because, only days
 > earlier,
 > > > the DC City Council informed us that they intended to pass an
 > amendment to
 > > > the taxi modernization bill that would *make it illegal for Uber to
 > lower
 > > > its prices* or to offer a low cost service in any form.
 >
 > > >
 > > > The Council's intention is to prevent Uber from being a viable
 > alternative
 > > > to taxis by enacting a price floor to set Uber's minimum fare at
 > today's
 > > > rates and *no less than 5 times a taxi's minimum fare*. Consequently
 > they
 >
 > > > are handicapping a reliable, high quality transportation alternative so
 > > > that Uber cannot offer a high quality service at the best possible
 > > > price. It was hard for us to believe that an elected body would choose
 > to
 > > > keep prices of a transportation service artificially high - but the
 > goal is
 > > > essentially to protect a taxi industry<
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 > has significant
 > > > experience<
 > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=8acfe2ae71&e=b035a1122b>>in
 > influencing local politicians. They want to make sure there is no viable
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 > > > alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!),
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 > > > DC City Council is going to formalize that principle into law.
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> > >
> > > *Take Action*
> > > *THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!*
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> > > impact on this law. What are we asking for?
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> >
> > > . *
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> > >
> > > Here are the City Council members' contact info. Call/write as many of
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> > >
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> > > Public Works and Transportation), (202) [REDACTED] mcheh@...,
> > > @marycheh<
> > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5fcc10f993&e=b035a1122b>
> >
> > > - *Michael Brown*, at-large, (202) [REDACTED] mbrown@...,
> > > @cmmichaelabrown<
> > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=2fb9f188fb&e=b035a1122b>
> >
> > >
> > > - *Jim Graham*, Ward 1, (202) [REDACTED] jgraham@...,
> > > @jimgrahamward1<
> > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d8c6dd0648&e=b035a1122b>
> >
> > > - *Jack Evans*, Ward 2, (202) [REDACTED] jevans@...,
> > > @jackevansward2<
> > <http://uber.us1.list-manage1.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=a744cc810c&e=b035a1122b>
> >
> > > - *Muriel Bowser*, Ward 4, (202) [REDACTED] mbowser@...,
> > > @murielbowser<
> > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=808933a461&e=b035a1122b>
> >
> > > - *Kenyan McDuffie*, Ward 5, (202) [REDACTED] kmcduffie@...,
> > > @kenyanmcduffie<
> > <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=276f8de88f&e=b035a1122b>
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> > > - *Yvette Alexander*, Ward 7, (202) [REDACTED] yalexander@...,
> > > @cmyma<
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> > > - *Marion Barry*, Ward 8, (202) [REDACTED] mbarry@...,
> > > @marionbarryjr<
> <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=5912a4debf&e=b035a1122b>
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> > >
> > > - *David Catania*, at-large, (202) [REDACTED] dcatania@...,
> > > @cataniapress<
> <http://uber.us1.list-manage2.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=d4fd7d525e&e=b035a1122b>
> >
> > > - *Vincent Orange*, at-large, (202) [REDACTED] vorange@...,
> > > @vincentorangedc<
> <http://uber.us1.list-manage.com/track/click?u=8d2fd6968b2b5c64d0d22dba2&id=142e82cd5e&e=b035a1122b>
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> > --
> > R. Ramson
> > 3744 12th Street, N.E.,
> > Washington D.C., 20017
> > [REDACTED]
> >
> > "We must become the change we want to see" - Mohandas Gandhi-
> > (Together, for a Brighter Tomorrow)
> >
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R. Ramson
3744 12th Street, N.E.,
Washington D.C., 20017
[REDACTED]

"We must become the change we want to see" - Mohandas Gandhi-

(Together, for a Brighter Tomorrow)

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5 **WCP: proposal to relocate the Corcoran to Ward 5's Hecht warehouse**

Tue Jul 10, 2012 7:12 am (PDT) . Posted by:  [scott_roberts20002](#)

Note that this commentator is suggesting that the Corcoran Museum potentially relocate to Ward 5's landmarked Hecht Warehouse.

A Modest Proposal for the Corcoran: Go Northeast

Posted by John Anderson on Jul. 10, 2012 at 9:36 am

[\[http://www.washingtoncitypaper.com/blogs/artsdesk/visual-arts/2012/07/10/a-modest-proposal-for-the-corcoran-go-northeast/\]](http://www.washingtoncitypaper.com/blogs/artsdesk/visual-arts/2012/07/10/a-modest-proposal-for-the-corcoran-go-northeast/)

If you tuned in yesterday to The Kojo Nnamdi Show's segment on the Corcoran controversy, you didn't hear much new: mostly rehashed arguments that have been covered by this blog, the Washington Post, and e-mails from the Save the Corcoran campaign. On one side, the museum's director and board says the institution is too cash-strapped to undertake \$130 million in renovations, which is why the Corcoran should look into selling its building and moving elsewhere. On the other side, Save the Corcoran argues that the Flagg building is the Corcoran's identity, and that poor leadership has not raised enough money or provided a clear vision.

I posted this idea to Kojo's site: The Corcoran should buy the Hecht Warehouse campus on New York Avenue NE from Douglas Development. Partner with the city to raze nearby abandoned buildings, and encourage the city to incentivize developers and business owners to move there. Encourage other area visual and performing arts nonprofits to move out there with you, and create an arts district. Kojo sold it as "Buy the Hecht Campus." Jayme McLellan of Save the Corcoran frustratedly responded, "Stay in your building."

My idea is cockamamie, partly because the Hecht Warehouse is not for sale (it is up for lease, though, probably because Douglas, like previous owners, can't make it work). And, as City Paper wrote in 2008, there is no there there. It is why partnership with the city is essential to erase the eyesores commuters and tourists see when entering the city from Route 50. Just imagine driving past the Arboretum, past a small development of restaurants and shops, before passing a giant museum, arts college, and art district.

But first, why should the Corcoran leave the Flagg building?

The HV/AC is not up to date. One hundred and fifteen years of hanging art have left walls pock-marked with anchors and patches. The elevators don't support heavy and large objects. Offices are crowded. Studios are crammed. Art facilities are sub-par. And for decades the institution has been unable to overcome these issues financially.

The arguments to stay in the Corcoran are problematic. It's been its home since 1897: irrelevant. The sight lines are perfect for viewing art: If the institution is shuttered, those site lines matter little. It's facade states it is a place for art: Functions change. It was founded to encourage the American genius: It can do that elsewhere. It is the biggest piece of the collection: No, it isn't. Technically the building was built after William Corcoran died. Yes, it is beautiful. But it also looks like most of the other bureaucratic buildings near it: vaguely Neo-Classical and mostly European. It needs a building that can reflect something more

contemporary. Gehry would have achieved that had the donations not dried up, and the cost of the addition not ballooned. Perhaps a move to Hecht can achieve it.

Since Save the Corcoran complains, in an e-mail, that the Corcoran's director and board are ``treating the institution like a dry business transaction,`` let's compare some numbers dryly.

Estimated Value: Corcoran: \$116 Million | Hecht: \$20 million

Square Footage: Corcoran: 135,000 | Hecht: 768,000

Style: Corcoran: Beaux Arts |Hecht: Art Deco

Parking: Corcoran: metered street parking | Hecht: ample spaces on Okie Street NE 16th Street NE, and New York and West Virginia Avenues

Renovations: Corcoran: \$130 Million | Hecht: Unknown.

Clout: Both are on the National Register of Historic Places. Corcoran is a U.S. National Historic Landmark

Jamye McLellan stated on Kojo that the Corcoran needs to give the community a vision in order to be successful. It might actually be the other way around. The Corcoran has been nearsighted and myopic throughout the last few decades: It does not do vision. All one has to do is consider blunders before Mapplethorpe and Gehry.

For instance, in June of 1961, the Board of Trustees denied Alice Denney a requested space to exhibit contemporary art, stating the Corcoran's preference to neither collect nor exhibit contemporary work. That rejected contemporary gallery became the Washington Gallery of Modern Art (WGMA), which exhibited the first Kline retrospective, and the first major Pop Art exhibition (in a museum). By October 1, 1968, the Corcoran absorbed the faltering WGMA and sold the permanent collection to the Oklahoma Art Center a week later for \$110,000. At least they kept Walter Hopps.

That's not to say the Corcoran has never been contemporary, or supportive of local artists. Recent initiatives have been decent efforts, and many of their recent rotating exhibitions have been blockbusters. But they need to go bigger. And the Hecht building is bigger, effectively quintupling the space of the current Corcoran. With additional space the Corcoran can exhibit more of its collection, feature more rotating exhibitions, sell spaces to other area arts organizations, and do something that is of rumored interest to the board: Double enrollment. Until that happens, they can rent studio spaces to area artists.

It's a crazy idea. But, isn't it time for us to have an arts district? The Corcoran could lead the way, saving itself and boosting D.C. arts.

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6 **Hanover/Bates Community Walk - Wednesday 7/11**

Tue Jul 10, 2012 8:41 am (PDT) . Posted by: "[Kelly Hoffman](#)" [suedoc](#)

Now that the heat wave is over, please join the Hanover & Bates communities for our neighborhood walk tomorrow, Wednesday July 11, at 8pm. We meet on the corner of 1st and O Streets NW. See you then!

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7 **Re: [WardFive] Re: [Brookland] Uber Cab in Jeopardy**

Tue Jul 10, 2012 9:07 am (PDT) . Posted by: "Rob"

Hello David,

We are all with you on having Cabs (especially cheaper Cabs) in Brookland. Do you know how many times I have had to be the Cab Driver for my Guest at the Brookland Inn? Like Mr. Peloquin said, all these decisions are affecting all of us. But while you want accessibility for you, why is it that you want to limit education and other accessibility for others by spending more money on the Trolley System that has to be subsidized??

To answer your question - But why would you take away an option for me?

Well your support of the Trolley/street car system is taking away options for our children!!

Simple. The only issue is that you could probably do ok without the Cabs but our children won't do so well with the inferior environments that is being placed upon them.

Rob - I am with you!!

On Tue, Jul 10, 2012 at 11:50 AM, DavidL <[REDACTED]> wrote:

> **
>
>
> As someone who needs to take a lot of cabs for work and finds it nearly
> impossible to get them to come pick me up in Brookland, I'm a HUGE fan of
> Uber and would give them whatever support I can with their regulatory
> issues.
>
> Someone mentioned the streetcars. Happy to have those too. Now that the
> tracks are already installed on H St. NE, let's get that thing up and
> running already! I'm in favor of pretty much all transit options.
>
> But I really don't understand the opposition to Uber. Why should we do the
> bidding of cab companies that refuse to come to Ward 5? These cab companies
> provide crappy service to us! As an alternative, we have a company that is
> a customer service paradise and is happy to patronize our neighbors. Are
> people really opposed to an alternative? If you don't like it, don't use
> it. But why would you take away an option for me? My only realistic option
> when I need to rely on having a car come to my house to pick me up.
>
> -David @13th/Irving
>
>
>

--
R. Ramson
3744 12th Street, N.E.,
Washington D.C., 20017
[REDACTED]

"We must become the change we want to see" - Mohandas Gandhi-
(Together, for a Brighter Tomorrow)

8a **Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW**

Tue Jul 10, 2012 9:36 am (PDT) . Posted by: "Carter, Donna"

This morning my tenant had his truck stolen from in front of the house. It's a 1994 Jeep Grand Cherokee (burgundy/purple) two wheel drive SUV. It had VA tags on it. He noticed it gone this morning around 9 am. If anyone sees an older model Jeep in their neighborhood. Please email me!!! Last time it was taken, it was found on New York Avenue, NE.

Sometimes kids just use a vehicle to get from point A to B. Sad but true!!!

[REDACTED] mailto:[REDACTED]

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8b **Re: Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW**

Tue Jul 10, 2012 9:43 am (PDT) . Posted by: "Brian Bradford" brianbradford42

I loved my Jeep Grand Cherokee. My neighbors stole it so often that I had to sell it. I gave it to the tire guy across the street from RI Ave metro.

Brian

--- On Tue, 7/10/12, Carter, Donna <[REDACTED]> wrote:

From: Carter, Donna <[REDACTED]>
Subject: [ward5] Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW
To: [REDACTED] <[REDACTED]>
Date: Tuesday, July 10, 2012, 12:36 PM

This morning my tenant had his truck stolen from in front of the house. It's a 1994 Jeep Grand Cherokee (burgundy/purple) two wheel drive SUV. It had VA tags on it. He noticed it gone this morning around 9 am. If anyone sees an older model Jeep in their neighborhood. Please email me!!! Last time it was taken, it was found on New York Avenue, NE.

Sometimes kids just use a vehicle to get from point A to B. Sad but true!!!

[REDACTED]

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8c **Re: Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW**

Tue Jul 10, 2012 10:46 am (PDT) . Posted by: "Carter, Donna"

That's what my tenant thinks, the neighbors may have had something to do with it. I'm trying not to believe that they would be so cruel!!!

From: [REDACTED] [mailto:[REDACTED]] On Behalf Of Brian Bradford
Sent: Tuesday, July 10, 2012 12:42 PM
To: [REDACTED]
Subject: Re: [ward5] Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW

I loved my Jeep Grand Cherokee. My neighbors stole it so often that I had to sell it. I gave it to the tire guy across the street from RI Ave metro.

Brian

--- On Tue, 7/10/12, Carter, Donna <[REDACTED]mailto:[REDACTED]> wrote:

From: Carter, Donna <[REDACTED]mailto:[REDACTED]>
Subject: [ward5] Jeep Grand Cherokee stolen from the 1400 block of 1st Street, NW
To: "[REDACTED]mailto:[REDACTED]" <[REDACTED]mailto:[REDACTED]>
Date: Tuesday, July 10, 2012, 12:36 PM

This morning my tenant had his truck stolen from in front of the house. It's a 1994 Jeep Grand Cherokee (burgundy/purple) two wheel drive SUV. It had VA tags on it. He noticed it gone this morning around 9 am. If anyone sees an older model Jeep in their neighborhood. Please email me!!! Last time it was taken, it was found on New York Avenue, NE.

Sometimes kids just use a vehicle to get from point A to B. Sad but true!!!

[REDACTED] <http://us.mc431.mail.yahoo.com/mc/compose?to=Dcarter@nas.edu>>

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9a **Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 9:51 am (PDT) . Posted by: "[stephanie rones](#)"

Dear Councilmember Mc Duffie;

Thank you for meeting with Premier CDC. I wanted to again ask that you formally requests a legal opinion from the Attorney for the Council on the issue of the legislation prohibiting more than two strip clubs from locating in Ward 5.

There seems to be some misunderstanding about the limiting legislation and whether or not it expired. PCDC's position is that such legislation is still in effect and limits the number of strip clubs to two per ward.

Can you please share the legal opinion with the Ward once you receive a reply.

Thanks,

Stephanie Kristina Rones

9b Re: Strip Clubs Are limited to 2 per Ward

Tue Jul 10, 2012 10:25 am (PDT) . Posted by: "Matt Ashburn"

The only "two-per-ward" legislation (which wasn't specifically referenced in your message) I've heard of applied only to moving licenses from the area east of South Capitol Street, where the ballpark stands now. Back when the city took the land for the ballpark, several clubs closed and wanted to transfer licenses to other parts of the city. In response, residents lobbied council to enact legislation that would allow a maximum of two ballpark-area licenses to transfer to each ward.

I've never heard of any legislation that prohibits "more than two strip clubs from locating in ward 5," and I can't find it the Council's legislative database. Councilmember Orange did introduce (and Council passed) an emergency resolution to "place a moratorium on establishments that permit nude dancing in Ward 5" (PR19-0562, 19-369). The vote/reading was February 12, 2012. Since a resolution is not law, I'm not sure if that actually does the job of creating a moratorium. Presumably, the Council's general counsel would be able to offer an opinion.

Matt

On Tue, Jul 10, 2012 at 12:51 PM, stephanie rones

<[REDACTED]> wrote:

> **
>
>
> Dear Councilmember Mc Duffie;
>
> Thank you for meeting with Premier CDC. I wanted to again ask that you
> formally requests a legal opinion from the Attorney for the Council on the
> issue of the legislation prohibiting more than two strip clubs from
> locating in Ward 5.
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> There seems to be some misunderstanding about the limiting legislation and
> whether or not it expired. PCDC's position is that such legislation is
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> Can you please share the legal opinion with the Ward once you receive a
> reply.
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>
> Thanks,
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>
> Stephanie Kristina Rones
> Attorney at Law
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9c **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 11:02 am (PDT) . Posted by: "Mobley, Levonnia (Council)" mobley.jeannette

Ms. Rones,

Stephanie,

We will pass your request on to our Legislative Director who will get back to you.
Thank you,

Jeannette Mobley

L. Jeannette Mobley
Constituent Services Director
Kenyan McDuffie, Ward 5 Councilmember

[REDACTED] (Office)
(202) [REDACTED] (Fax)
[REDACTED]

The John Wilson Building
1350 Pennsylvania Avenue, NW, Suite 410
Washington, DC 20004

From: [REDACTED] [mailto:[REDACTED]] On Behalf Of
stephanie rones
Sent: Tuesday, July 10, 2012 12:51 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: [ward5] Strip Clubs Are limited to 2 per Ward

Dear Councilmember Mc Duffie;

Thank you for meeting with Premier CDC. I wanted to again ask that you formally requests a legal opinion from the Attorney for the Council on the issue of the legislation prohibiting more than two strip clubs from locating in Ward 5.

There seems to be some misunderstanding about the limiting legislation and whether or not it expired. PCDC's position is that such legislation is still in effect and limits the number of strip clubs to two per ward.

Can you please share the legal opinion with the Ward once you receive a reply.

Thanks,

Stephanie Kristina Rones
Attorney at Law

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9d **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 3:21 pm (PDT) . Posted by: "RobbyCU" robbycu

Im not sure why this matter is coming up again. I work next door to a strip club, save for the sign you'd never know it was there.

I feel we must have other issues in the ward, like hunger, poverty, bad schooling, and violent crime.

Robby

Sent from Yahoo! Mail on Android

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9e **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 3:37 pm (PDT) . Posted by: "[Karen](#)" ladyjedimd

Agreed.....

Sent from my fancy phone iPhone. Can't live without it!

On Jul 10, 2012, at 6:21 PM, RobbyCU <[REDACTED]> wrote:

>
> Im not sure why this matter is coming up again. I work next door to a strip club,
> save for the sign you'd never know it was there.
>
> I feel we must have other issues in the ward, like hunger, poverty, bad schooling,
> and violent crime.
>
> Robby
>
>
> Sent from Yahoo! Mail on Android
>
>
>
> From: Matt Ashburn <[REDACTED]>
> To: <[REDACTED]>
> Subject: Re: [ward5] Strip Clubs Are limited to 2 per Ward
> Sent: Tue, Jul 10, 2012 5:25:36 PM
>
>
>
> The only "two-per-ward" legislation (which wasn't specifically referenced in your
> message) I've heard of applied only to moving licenses from the area east of South
> Capitol Street, where the ballpark stands now. Back when the city took the land for
> the ballpark, several clubs closed and wanted to transfer licenses to other parts of the
> city. In response, residents lobbied council to enact legislation that would allow a
> maximum of two ballpark-area licenses to transfer to each ward.
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> I've never heard of any legislation that prohibits "more than two strip clubs from
> locating in ward 5," and I can't find it the Council's legislative database.
> Councilmember Orange did introduce (and Council passed) an emergency resolution
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> (PR19-0562, 19-369). The vote/reading was February 12, 2012. Since a resolution is
> not law, I'm not sure if that actually does the job of creating a moratorium.
> Presumably, the Council's general counsel would be able to offer an opinion.
>
> Matt
>
> On Tue, Jul 10, 2012 at 12:51 PM, stephanie rones <[REDACTED]>
> wrote:
>
> Dear Councilmember Mc Duffie;
>
> Thank you for meeting with Premier CDC. I wanted to again ask that you formally
> requests a legal opinion from the Attorney for the Council on the issue of the
> legislation prohibiting more than two strip clubs from locating in Ward 5.
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> There seems to be some misunderstanding about the limiting legislation and

whether or not it expired. PCDC's position is that such legislation is still in effect and limits the number of strip clubs to two per ward.

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> Can you please share the legal opinion with the Ward once you receive a reply.

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> Thanks,

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> Stephanie Kristina Rones

> Attorney at Law

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9f **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 3:59 pm (PDT) . Posted by: "[Matt Ashburn](#)"

Agree completely. I couldn't care less about strip clubs. They are legitimate businesses like anything else. Not quite sure what Ms. Rones was getting at.

Matt

Sent from my iPhone

On Jul 10, 2012, at 18:21, RobbyCU <[\[REDACTED\]](#)> wrote:

>

> Im not sure why this matter is coming up again. I work next door to a strip club, save for the sign you'd never know it was there.

>

> I feel we must have other issues in the ward, like hunger, poverty, bad schooling, and violent crime.

>

> Robby

>

>

> Sent from Yahoo! Mail on Android

>

>

> From: Matt Ashburn <[\[REDACTED\]](#)>

> To: <[\[REDACTED\]](#)>

> Subject: Re: [ward5] Strip Clubs Are limited to 2 per Ward

> Sent: Tue, Jul 10, 2012 5:25:36 PM

>

>

>

> The only "two-per-ward" legislation (which wasn't specifically referenced in your message) I've heard of applied only to moving licenses from the area east of South Capitol Street, where the ballpark stands now. Back when the city took the land for the ballpark, several clubs closed and wanted to transfer licenses to other parts of the city. In response, residents lobbied council to enact legislation that would allow a maximum of two ballpark-area licenses to transfer to each ward.

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>

> Matt

>

> On Tue, Jul 10, 2012 at 12:51 PM, stephanie rones <[REDACTED]> wrote:

>

> Dear Councilmember Mc Duffie;

>

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> Stephanie Kristina Rones

> Attorney at Law

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9g **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 4:19 pm (PDT) . Posted by: "Aaron McCormick" littleaaron01

Robby

Good evening but strip club is an issue along adult education/retraining, affordable housing for senior and young adults.

Aaron

On Jul 10, 2012 6:22 PM, "RobbyCU" <[REDACTED]> wrote:

> **

>

>

>

> Im not sure why this matter is coming up again. I work next door to a

> strip club, save for the sign you'd never know it was there.

>

> I feel we must have other issues in the ward, like hunger, poverty, bad

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>
> Robby
>
> Sent from Yahoo! Mail on Android
>
> -----
> * From: * Matt Ashburn <[REDACTED]>
> * To: * <[REDACTED]>
> * Subject: * Re: [ward5] Strip Clubs Are limited to 2 per Ward
> * Sent: * Tue, Jul 10, 2012 5:25:36 PM
>
>
>
> The only "two-per-ward" legislation (which wasn't specifically referenced
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> Matt
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> On Tue, Jul 10, 2012 at 12:51 PM, stephanie rones <
> [REDACTED]> wrote:
>
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>> Dear Councilmember Mc Duffie;
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>> Thank you for meeting with Premier CDC. I wanted to again ask that you
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>> Stephanie Kristina Rones
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9h **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 4:25 pm (PDT) . Posted by: "[RobbyCU](#)" [robbycu](#)

Hmm, are you suggesting we have adult ed and retraining for careers in the adult entertainment industry? Now that's progressive. If it was privately funded it would be Libertarian.

Hmm I guess you're right though, if we help folks get jobs they can afford housing for themselves and their families.

Provocative, but interesting none the less.

Robby

Sent from Yahoo! Mail on Android

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9i **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 5:19 pm (PDT) . Posted by: "[KPW](#)" [kpw5dc](#)

Thank you for staying on top of this. Many residents don't want to see a red light district in Ward 5. Folks can go to other wards for the nudie scene. Add this to the list of items many in Ward 5 don't want. Ward Five has enough and to many. What other businesses can we bring to Ward 5.

stephanie rones <[\[REDACTED\]](#)> wrote:

>Dear Councilmember Mc Duffie;

>

>Thank you for meeting with Premier CDC. I wanted to again ask that you formally requests a legal opinion from the Attorney for the Council on the issue of the legislation prohibiting more than two strip clubs from locating in Ward 5.

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>There seems to be some misunderstanding about the limiting legislation and whether or not it expired. PCDC's position is that such legislation is still in effect and limits the number of strip clubs to two per ward.

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>Thanks,

>

>

>Stephanie Kristina Rones

>Attorney at Law

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9j **Re: Strip Clubs Are limited to 2 per Ward**

Tue Jul 10, 2012 5:27 pm (PDT) . Posted by: "KPW" kpw5dc

Also, wasn't the emergency legislation on this after CM Thomas left temporary for a year or so. How does it become permanent? Or I am talking about the same legislation Rones is talking about? I thought there was legislation to limit the number of displaced strip clubs from saturating a ward.

KPW

"Mobley, Levonna (Council)" <[REDACTED]> wrote:

>Ms. Rones,
>
>Stephanie,
>
>We will pass your request on to our Legislative Director who will get back to you.
>Thank you,
>
>Jeannette Mobley
>
>L. Jeannette Mobley
>Constituent Services Director
>Kenyan McDuffie, Ward 5 Councilmember
>(202) [REDACTED] (Office)
>(202) [REDACTED] (Fax)
>[REDACTED]
>The John Wilson Building
>1350 Pennsylvania Avenue, NW, Suite 410
>Washington, DC 20004
>
>
>
>
>From: [REDACTED] [mailto:[REDACTED]] On Behalf Of
>stephanie rones
>Sent: Tuesday, July 10, 2012 12:51 PM
>To: [REDACTED]
>Cc: [REDACTED]
>Subject: [ward5] Strip Clubs Are limited to 2 per Ward
>
>
>Dear Councilmember Mc Duffie;
>
>Thank you for meeting with Premier CDC. I wanted to again ask that you formally
>requests a legal opinion from the Attorney for the Council on the issue of the
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>Attorney at Law
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10a **RECALLING: Re: Pls See Attached_Press Release on Press Conference re**

Tue Jul 10, 2012 12:11 pm (PDT) . Posted by: "[Gigi Ransom](#)" [gigifor5c12](#)

Yesterday, I was asked to send out the below EM regarding a Press Release by community activist Rob Robinson on Pepco response and the upcoming hearing on Pepco's response to the 6/29/12 storm.

I was informed today that the Press Release had not been finalized and should not have been circulated, and the Press Conference will not be held tomorrow. I am recalling this EM. Apologies for any inconvenience. Thank you.

Albrette "Gigi" Ransom

From: Gigi Ransom <[\[REDACTED\]](#)>
To: Ward5 <[\[REDACTED\]](#)> wardfive Google <wardfive@googlegroups.com>
Sent: Monday, July 9, 2012 6:43 PM
Subject: Fw: Pls See Attached

I've been asked to circulate this press release on the Ward 5 listservs.

Albrette "Gigi" Ransom

From: Robert Robinson <[\[REDACTED\]](#)>
Sent: Monday, July 09, 2012 3:16 PM
Subject: Pls See Attached

Need your support for this effort.

“Fed Up With Power Outages? . . . Here’s the Game Changer!”
DC’s Rate Payers Urged to Turn Off Payments to Pepco and
Petition DC Council to Explore a Municipal Utility

Contact: Robert Robinson
[\[REDACTED\]](#)

On Wednesday, July 11 at 3:00 p.m. at Holy Christian Missionary Baptist Church, 5110 Nannie Helen Burroughs Avenue, NE, in Ward 7, the Coalition for Affordable, Reliable Energy in DC (CARE About DC) will ask DC rate payers fed up with more frequent power outages, lasting days at a time and affecting hundreds of thousands to petition the DC Council to hold the utility accountable.

“Rate payers have no recourse with Pepco” insists Anya Schoolman, who has organized solar cooperatives in all of DC’s eight wards. “No matter how unreliable the grid, no matter how user-unfriendly customer service is, no matter how much outages cost DC in health, safety, lost business and unreimbursed costs, the DC Public Service Commission (the PSC) and the DC Council (the Council) won’t hold Pepco accountable.”

“So, continued Herbert Harris, Chair of the DC Consumer Utility Board, are we petitioning the DC Council saying, ‘We will withhold monthly electric

payments to Pepco until you direct the PSC to financially constrain Pepco's top executives until grid reliability has been reversed and develop options for the Council to explore the creation of a municipal utility.

The reliability of DC's grid has ranked in the last quartile among municipalities for years said Jacqueline Arguelles Chair of the DC Commission on Aging, "We remember it wasn't always that way. But it is now and that means Pepco executives -- even if they were born and still live in DC -- don't care if residents of the nation's capital have to put up with a third world electric grid."

President Larry Greenhill, Jr. of the DC Electrical Association asked, "What is Pepco's plan for a 21st Century Smart Grid, besides no more meter readers? What are its plans to replace fossil fuels with renewables; to use smart meters for demand side management; for dynamic load management? Why isn't Pepco investing rate payer dollars in the technologies, jobs and grid to power our future?"

The June 29 Derecho storm that left hundreds of thousands of DC residents without power for up to a week, showed Pepco less prepared, slower to respond, taking longer to get the power back than its counterparts in Virginia and Maryland.

To circulate a copy of the CARE About DC petition, please contact Robert Robinson at [REDACTED] go to (insert URL's).

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11a **Re: McDuffie asks D.C. to move streetcar barn from Ward 5 site**

Tue Jul 10, 2012 5:59 pm (PDT) . Posted by: "KPW" kpw5dc

It's good to see that CM McDuffie made an effort. All residents have asked is to spare the Spingarn Educational Campus and put the car barn elsewhere. There's little compassion in D.C.

Debbie Smith-Steiner <[REDACTED]> wrote:

>

><http://washingtonexaminer.com/local/transportationD.C.>'s newest councilmember is asking the city to find a new location for a proposed streetcar barn instead of the Ward 5 site that he says neighbors oppose. Kenyan McDuffie, who was elected in May to represent Ward 5 after Harry Thomas Jr. was convicted and sent to federal prison, wrote a letter to the mayor dated on June 29 asking for an alternative, the councilman's office said Monday. The city is planning to build the storage and maintenance facility for the H Street-Benning Road streetcar line on the campus of Spingarn Senior High School at Benning Road and 26th Street in Northeast. But the Democrat had held an emergency meeting on June 25 in the ward about the proposed "car barn" after neighbors had said it shouldn't be built there. "Many residents have indicated that they found the justification for the Spingarn site to be one of expedience, rather than necessity," he wrote. "More broadly, many residents believe that the city uses Ward 5 as a 'dumping ground' for undesirable facilities, the car being another example of such a practice. In short, many Ward 5 residents feel disrespected." He noted that the city held only three of its 16 community meetings on the streetcar line in his ward. He added that residents are worried the Carver Langston neighborhood won't see any benefits from the site and that it could jeopardize the safety of students during and after it is built. But last month, the city awarded a \$50 million contract to Dean-Facchina LLC contract to build the facility. The city doesn't have much leeway with the timing as the trolley line is supposed to be running by July 2013.

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To Unsubscribe, send a blank message to: [REDACTED]



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From: [Cindy Ryan](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: "strike down the MINIMUM FARE language from the Uber Amendment."
Date: Tuesday, July 10, 2012 11:18:52 AM

This is SO outrageous!!

--

Cindy Ryan
Administrative Assistant
Lighthouse Community Fellowship
South Butler, NY 13154
[REDACTED]

www.lcfministries.org

The heart is the keeper of your story.

From: [Cindy Ryan](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: "strike down the MINIMUM FARE language from the Uber Amendment."
Date: Tuesday, July 10, 2012 11:17:42 AM

This is SO outrageous!!

--

Cindy Ryan
Administrative Assistant
Lighthouse Community Fellowship
South Butler, NY 13154
[REDACTED]


www.lcfministries.org

The heart is the keeper of your story.

From: [Cindy Ryan](#)
To: [Brown, Michael \(Council\)](#)
Subject: "strike down the MINIMUM FARE language from the Uber Amendment."
Date: Tuesday, July 10, 2012 11:15:32 AM

This is SO outrageous!!

--

Cindy Ryan
Administrative Assistant
Lighthouse Community Fellowship
South Butler, NY 13154


www.lcfministries.org

The heart is the keeper of your story.

From: [Otto Hoernig III](#)
To: [Otto Hoernig III](#)
Cc: [Evans, Jack \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)
Subject: Re: "Taxi Improvement"
Date: Tuesday, July 10, 2012 7:32:33 AM

Sir,

I'm compelled to supplement my previous email by informing you that this morning I ironically had the best DC Taxi experience I've ever had in my many years supporting this city. Yellow Cab #459 just dropped me at DCA. The gentleman was on time, very courteous, the cab clean and safe. I stand by my previous email however and firmly believe our city should support, encourage and reward progress and enhanced service offerings. This being said, I am happy to have had this positive experience and will continue to support the DC Taxi business.

Good luck today!
Otto

Otto Hoernig, CEO
Trace Systems, Inc.
www.tracesystems.com
Direct [REDACTED]
Office [REDACTED]

On Jul 9, 2012, at 6:51 PM, "Otto Hoernig III" <[REDACTED]>
wrote:

Council Member Evans,

Good afternoon, I have not yet had the pleasure of meeting or voting for you. I am a new resident of Georgetown Ward2 and look forward to becoming active in the community. I am not new to Washington however having lived in AU Park and then Kent for the past 12 years. I love the city but have never found the time to engage in city politics. Living in Georgetown I hope to change this.

I am writing this evening specifically in response to learning that tomorrow there will be a vote regarding "Minimum Fare language" pertaining to sedan-class vehicles in the Taxi Improvement Bill. By contrast, invoking the section 8 language below would seem to have the opposite effect of "*Taxi Improvement*". In my 13 years living in Washington DC, I can honestly say with confidence that our city has one of the worst taxi cab / transportation infrastructures when compared with the top major cities I have visited in the country. If the average cab driver in DC knew he were competing for my business with the likes of companies like the UBER car service, perhaps they would show up on time, be more respectful, maintain safer and cleaner vehicles and generally be more pleasant to be around. DC Taxi conditions are simply unacceptable.

We are seeing a rise in innovative car and transportation alternatives for city residents. ZipCar, Car2Go, Capital Bike Share and UBER are all exciting alternatives for the most important city in the world (DC). I firmly believe it is your elected responsibility to encourage change for the better and to bring new capabilities and enhanced services to the residents and visitors of our city. I'm sure you would agree with this, but not having met you I wanted to express that I am with you in this regard.

Specifically what I am concerned with here is the DC Taxi organization which is not fit for today's needs. The language below seems to be written to protect the substandard DC Taxi organization from market erosion due to new service offerings being provided by companies like the UBER car service.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows: “(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I respectfully hope that you and the other council members can find a way to provide incentives for change for the better with regard to taxi and sedan service offerings in the city. I would hate to see a business that offers a better service at a fair and reasonable price be penalized simply because we are trying to protect what doesn't work (namely the DC Taxi business)....

I will admit that I do not have all of the facts in this matter, but what I have read and what I have experienced leads me to write you now.

Respectfully,

Otto Hoernig
Resident Ward2
Georgetown

Otto Hoernig, CEO
Trace Systems, Inc.
www.tracesystems.com
Direct [REDACTED]
Office [REDACTED]

From: [elizabeth.alexander](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Cc: [David Wade](#)
Subject: 332 11th Street NE - owner
Date: Monday, July 09, 2012 5:46:11 PM

Councilman Wells - first of all - thank you for the great job you're doing for Capitol Hill! Everyone is commenting on neighborhood listserves etc about what a great job you're doing for the community. I just wanted to write because I understand a big vote is coming up on the Uber sedan service. As a Hill resident, I want to urge you to support Uber because of all it does for the 20002 and 20003 zip code areas. After being a Dupont Circle resident for 8 years and then moving to the Hill, the one complaint I've always had was about how cabs never come to the Hill. You call the cab companies, particularly on weekends and they either don't answer, or they just lie. They say a cab is coming, but they never do. My husband and I have missed birthday dinners, church services, and almost two weddings because of this issue with cabs never coming to the Hill. Uber has changed all this. We always know they are coming - they send you the cell number of the driver - and you can track on your iphone where they are in the city. I'm trying not to be hyperbolic - but it truly has made a huge difference in our lives. Pls know that many Capitol Hill residents feel the same - and my friends/colleagues who still live in NW have commented that it's allowed them to try out H Street, NE and other Hill corridors because even if cabs aren't passing by, they know they can call Uber. Thank you for your time and I just ask that you support Uber in what they are doing for Capitol Hill residents and the Capitol Hill economy.

Many thanks,

Elizabeth Alexander and David Wade
Owner of [REDACTED]

--

Elizabeth Alexander
[REDACTED] Cell
[REDACTED]

From: [REDACTED] on behalf of [ANC. 1A08 \(ANC. 1A08.\)](#)
To: [REDACTED]
Subject: [Petworth] 3500/3600 Georgia
Date: Tuesday, July 10, 2012 2:47:12 PM

All,

I hope no one minds that I changed the subject line on this thread as this is no longer about Uber.

As with all things, trying to find the appropriate balance is not always an easy task. This is true with Georgia Avenue. Yes, we have seen more new businesses open in Park View in the past few years, but thus far I don't think any of them have been bad additions or neighbors. Particularly with the Blue Banana and DC Reynolds, the owners/managers have been very responsive to feedback I've given them from the community and actually want to be good neighbors. Why wouldn't they ... it is in their best interest.

I agree that the sidewalks need to be kept cleaner and have witnessed the cigarette butts myself. To assist with that, I have worked with DDOT and the restaurants/bars to get an additional city trash container installed on the 3500 b/o Georgia, roughly in front of DC Reynolds. While it was not installed the last time I walked by there, DDOT had installed the anchor bolt so I know it is coming.

I agree with both Mr. Matiella and Jeremy that there may be different definitions of what is considered a sit down restaurant. But whether the vacant store fronts fill up with bars, sit down restaurants, shoe stores, or professional offices, a healthy and vibrant Georgia Avenue is bound to create new stresses as it provides new services. The most prominent example I can think of will be on parking. This is why I voted for the enhanced RPP program to be installed later this year. I believe that ERPP gives Ward 1 residents an advantage in finding parking near their homes as more people come to the area to support our businesses. As Jeremy stated below, I also worked hard with the businesses and DDOT to get additional bike racks installed so that those that don't want to drive don't have to.

As I stated above, it is not always easy to find the right balance on a commercial corridor like Georgia Avenue between business owners and residents. But, it is easier to do so when all stakeholders are involved and willing to participate in the conversation as has happened here.

Kent C. Boese | Advisory Neighborhood Commissioner 1A | Single Member District (SMD) 1A08
608 Rock Creek Church Road, NW | Washington, DC 20010 | [REDACTED] | [REDACTED]

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From: [REDACTED] [REDACTED] On Behalf Of jergiffo
Sent: Tuesday, July 10, 2012 1:55 PM
To: [REDACTED]
Subject: [Petworth] Re: Evans moving to strike "f"ber restrictive language & Stuff

I guess it could be all about how you view a place. Both DC Reynolds and Looking Glass have full menus and good food. We have linen napkins!!!! haha so I guess it's all in what you want to call us. Bar or Restaurant. I'll tell you this the poboy at LGL is great and we have an awesome brunch.

--- In [REDACTED] Charles Matiella <cmatiella@...> wrote:
>
> Hi Sarah....I didn't say trash. I
> was very specific and said cigarette butts.

> But, you are correct in stating that most of the trash is coming
> from the carryout spots.
> People leave trash on my stoop almost daily....trash from the carryouts and the somewhat new Jamaican spot...the Lion's Den.
> ^
> Again....why not have a few sit down restaurants in
> the neighborhood?
> C
>
>
>
> _____
> From: Sarah Sorscher <sesorscher@...>
> To: [REDACTED]
> Sent: Tuesday, July 10, 2012 1:33 PM
> Subject: Re: [Petworth] Re: Evans moving to strike f bars restrictive language & Stuff
>
>
>
> ^
>
> I'd be surprised to hear that these three bars are creating trash. Nearly all of the trash I have seen in the neighborhood comes from
carryout food containers and drink bottles from the small convenience stores!
>
> DC Reynolds needs a bigger sign! I've been hearing about you guys for months now but still don't know for sure where you are actually
located :)
>
> Sarah
>
>
> ^
> On Tue, Jul 10, 2012 at 1:29 PM, jergiffo <jeremy@...> wrote:
>
>
> ^
> > Hey Charles, as a partner in the "other spot" DC Reynolds, I am surprised to hear this complaint. Georgia Ave has always been a
commercial corridor for the city. I've lived off Georgia Ave my whole life and view it as getting better and better as time goes by.
> >
> > To address the concerns you raise I can only speak for the place I operate, but I do not think you can pin parking issues on the bars. It
would surprise me that people are driving to this neighborhood for these establishments. Now of course they should, cause we're
awesome, but the fact of the matter is that we're all catering to the residents that live close to us. If you have walked past the three bars
lately you will in fact see additional bike racks we helped get installed with the help of ANC Commissioner Boese because they were
greatly needed. In addition my bar has joined in on Park View cleanup day, we attend ANC 1A meetings regularly to listen to issues the
residents may have, as well as the Park View Civic Association meetings. We are working with Juan Barragan from the mayors office to
get petitions signed for rat poisoning on private property, and we recently held a town hall for newer residents of the city to educate them
on Wards, SMDs,
> ANCs, 311 vs 911, and other issues. We are also working with DDOT and Commisioner Boese to get the alley behind 3600 Georgia Ave
repared for the benefit of the residents who live on New Hampshire and whom directly back up to our restaurants and bars. I am also a
founding member of the Georgia Avenue Business Alliance (made up unfortunately of almost all restaurants and bars because other
business don't seem interested in getting involved).
> >
> > Not to pat ourselves on the back too much, but I don't see a lot of other industries putting in the work we do to make Georgia Avenue
the Great Street it should be. Can we do better, of course, we started by not dumping trash at 3am and disturbing the neighbors. I
encourage feedback from the community on ways we can co-exist and have a great community.
> >
> > I will admit to showing The Princess Bride last night on our patio. This may be our greatest sin, we will however make up for it by
showing Weekend at Bernie's next Monday evening.
> >
> > In sincerity though I welcome meeting with you as a former commissioner to see how we can be doing better.
> >
> > Jeremy
> >
> >
> > In mailto:Petworth%40yahoogroups.com, Charles Matiella <cmatiella@> wrote:
> >>
> >> This is GREAT news. I use the service and love it.
> >> ^
> >> Now if we can just get the city to stop issuing liquor licenses for the 3500 & 3600 blocks of Georgia Avenue. I live at the
intersection of Princeton Place, and Georgia Avenue and all I hear is noise from the three bars that are next door to each other...the
Looking Glass, the Blue Banana and some other spot. The noise is horrible, hundreds of cigarette butts are all over the ground in
front of the establishments. They are NOT helping our community. Whatever happen to a nice dine in restaurant?
> >> ^
> >> Oh...and then there is the parking. Once upon a time I could find parking at the corner in front of my home of 10 years. Now I have to park a block away. I'm tired of this BS.
> >> ^
> >> My quality of life has definately decreased because of the bars. I don't want my neighborhood to turn into a party spot like the U
Street corirdor or Adams Morgan.
> >> ^

> >> Ã.Ã
> >> Sinderely,
> >> Frustrated Resident of SMD 1A08
> >>
> >>

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From: [Andrew Moncure](#) on behalf of [A. Houston Moncure](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]
Subject: A DC Uber fan
Date: Monday, July 09, 2012 5:48:51 PM

Dear DC City Council,

I have spent nearly my entire life living in DC. I am probably the cities biggest fan. I have never felt the need to write a letter such as this before.

I believe i might have a different take on Uber that has not already been put forth. The hazing and degrading nature of DC cabs had made me stick only to neighborhoods close to my home or very near a metro stop. I remember with disgust memorizing the zone map as i several times had drivers who would go out of their way to cross a zone unnecessarily just to collect a higher fare. It got to the point where i had to tell them exactly how to drive. I also remember all of the trips where the driver did not have (or at least would tell me that they did not have) change for a fare. Also, several friends of mine were victims of driver assault as the result of questioning the numerous extras added to the fare. I soon found that i would only go places on the red line.

I have since discovered that DC has much more than I had previously known. Since Uber started in DC, i have spent more time in DC bars, restaurants, and local non-chain shops, than i have ever before. Most of these establishments are in areas and neighborhoods that i had never spent any time in. This seems standard among my peers.

I am a young professional and frankly Uber's rates are a little high for my budget. But the experience with Uber is well worth it. I would like to clarify that by experience what i am really meaning is the bare minimum of civility and ease of the transaction that one might expect from a private company. Uber does nothing that DC Cabs could not easily replicate. There would be no market for Uber if DC cabs preformed their function well. **In all honesty it should be a huge wake up call to DC Cabs that during a terrible recession, consumers are willing to pay a huge premium to avoid using a regular cab.** Uber showed DC cabs that customer experience is very important and it takes no more than the basic functions for customer usability that Uber provides over a smartphone. Patents aside, if cabs were so worried about Uber, why would they not out innovate this tiny company that in essence has modified a dispatch and billing system used the likes of Fedex, UPS, and other cargo carriers for years. With thousands of cabs in DC, they certainly have the advantage over Uber. If this anti Uber bill passes it really is the cabs that suffer. Rather than learning that they have to innovate their way out of their problems like every other business out there, they will continue to oppose innovation including the smart meters etc that could revolutionize the customer experience like it has in other cities.

You can regulate Uber but the challenge is on. Uber has proved the market is there and willing to pay. Someone else, if not Uber will find the solution to get around this regulation. So what do we do from there? Continue using your time to protect a bad product from improving itself. Lets look at the real issue. Ubers success only means people hate DC cabs.

Respectfully,

Houston Moncure

--

A. Houston Moncure
Director of Development and Technology
Bluefields Bay: Jamaican Seaside Villas

From: [Jared Scott Small](#)
Subject: A Personal Appeal
Date: Monday, July 09, 2012 4:56:37 PM

Hello,

As a resident of DC for several years, I implore you to not raise the floor of Uber's minimum price point. Uber offers a reliable, safe, and high quality service. The drivers use air-conditioning, are very courteous, universally accept credit cards, come to you at the touch of a button, and utilize pristine -- and clean (gasp!) -- vehicles.

We should not all have to suffer due to the inability for the District's taxi-drivers inability to meet the demands of its consumers. If they had not languished behind the times and reacted to the demands of those they serve, perhaps they would not find themselves in such a precarious situation.

Don't punish me by making all of us pay for what they did not do.

Thank you.

Regards,

--

Jared Scott Small

From: [Jason Smith](#)
To: [Brown, Michael \(Council\)](#)
Subject: A price floor for Uber? How anti-citizen can you get
Date: Monday, July 09, 2012 5:10:57 PM

Just read about the amendment to create a minimum fare for Uber that is 5x the base fare for taxis.

What a completely ANTI-citizen piece of legislation. Just how much does the totally dysfunctional taxi industry own the city council?

I thought we were making progress improving the worst taxi system in the united states with the leadership of Mary Cheh, but this is a major step backwards.

Please fight strongly against this amendment.

Thank you
Jason Smith



From: [Jason Smith](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: A price floor for Uber??
Date: Monday, July 09, 2012 5:09:39 PM

Just read about the amendment to create a minimum fare for Uber that is 5x the base fare for taxis.

What a completely ANTI-citizen piece of legislation. Just how much does the totally dysfunctional taxi industry own the city council?

I thought we were making progress improving the worst taxi system in the united states with the leadership of Mary Cheh, but this is a major step backwards.

Please fight strongly against this amendment.

Thank you
Jason Smith



From: [Dan Baird](#)
Subject: Action Requested: Strike Language that kills the American Dream...
Date: Tuesday, July 10, 2012 1:26:40 PM

Dear Council Member,

I'm writing you today to strongly request that you strike all language against the MINiMUM FARE language in the Uber amendment.

As a member of the community, having a masters in international business, and having worked in both Fortune 100 companies and as founder of multiple startups, I know have found there are sometimes good reasons to regulate (avoid monopolies) there are reasons to remove regulation (to foster innovation) but there is rarely a good reason to kill competition. The long term loser is inevitably the consumer and overall economy.

Please strike all language that allows businesses to sit on their hands. The consumers, our ability to invent, and the reason we are who we are is at stake. The U.S. without the American Dream would be a sad place indeed.

Thanks for your time.

Dan Baird

From: [Charles Carriere](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Against minimum fare language in the Uber amendment
Date: Tuesday, July 10, 2012 11:09:09 AM

An Address to the Council:

Please strike down the minimum fare language from the Uber amendment. Now is your chance to show you support innovation, entrepreneurship and the revival of the US economy. It's about maintaining a system of meritocracy and a free market. It's about representing the true interests of your constituents. In 100 years, when we're all dusk and from then onwards what will your legacy be? Will your name be spoken of by your progeny with pride or will they avoid discussing you at all?

In the end history will be your judge as surely as it is for Lincoln as surely as it is for Warren Harding. So, what's it going to be? Today, are you going to be a Lincoln or a Harding? Do the right thing, sleep well at night and make your families proud – strike down the minimum fare language from the Uber amendment. Listen to that quiet voice in the back of your head that's urging you to be a person of integrity, come what may.

Kind regards,

Charles Carriere


From: [Lisa Steen](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Against minimum fares for Uber
Date: Tuesday, July 10, 2012 10:27:27 AM

Dear Councilman Catania,

Please, in the name of a great city, I would like to ask that you vote against the minimum fare legislation targeting Uber car service and/or for Councilman Evans' amendment to eliminate the minimums. Uber is a business that offers a terrific service to DC's citizens and should be allowed to operate as efficiently, economically, and sustainably as it can. Preventing it from doing so in order to protect a taxi service that frankly could use the pressure of a little competition doesn't strike me as being in the best interests of the District.

Thank you for your consideration,

Lisa Steen



Washington, DC 20008

From: [Lisa Steen](#)
To: [Brown, Michael \(Council\)](#)
Subject: Against minimum fares for Uber
Date: Tuesday, July 10, 2012 10:24:58 AM

Dear Councilman Brown,

Please, in the name of a great city, I would like to ask that you vote against the minimum fare legislation targeting Uber car service and/or for Councilman Evans' amendment to eliminate the minimums. Uber is a business that offers a terrific service to DC's citizens and should be allowed to operate as efficiently, economically, and sustainably as it can. Preventing it from doing so in order to protect a taxi service that frankly could use the pressure of a little competition doesn't strike me as being in the best interests of the District.

Thank you for your consideration,

Lisa Steen



Washington, DC 20008

From: [Timothy Ryan](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Against the Uber Amendment
Date: Monday, July 09, 2012 5:13:52 PM

I am strongly against this amendment and feel very strongly that the Sedans should not have to charge 5x a taxi's base price.

Thanks,

Timothy Ryan
Ward 

From: [Benjamin Eisendrath](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: AGAINST the Uber amendment
Date: Monday, July 09, 2012 5:02:37 PM

Mr Catania,

As a small business owner I find it alarming that a DC elected body would decide to force an innovative, high quality business in our market to keep its prices high to protect the incumbent, technically archaic but politically entrenched taxi system. This amendment is clearly aimed at a business I admire, UBER, which I use all the time and will continue to use. And even worse, the price floor being enacted is to prevent Uber from launching an all-hybrid (air quality, anyone??) fleet of LOWER cost cars in our area.

Come on.

Please know that I am AGAINST the Uber amendment to keep DC's Taxi commission the only game in town.

Benjamin Eisendrath

[REDACTED]

Washington DC 20009

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The Atlantic: <http://www.TheAtlantic.com/ben-eisendrath/>

The Huffington Post: <http://www.HuffingtonPost.com/ben-eisendrath/>

From: [Anne H. Kim](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Against Tuesday Taxi Law Vote
Date: Tuesday, July 10, 2012 12:30:57 AM

Dear Council Member Wells,

I write to you this evening to respectfully register my opposition to Tuesday's vote on the District's taxi fares which unfairly target Uber and, as a result, puts the needs of Washington residents at a distinct disadvantage.

I reside in the Southeast area (Navy Yard metro) and often work late/irregular hours. As you know, it is difficult to find a taxi in our neighborhood. As a woman, I find Uber provides an invaluable and safe alternative to the city's taxis. I turned to Uber after being fed up with the taxis' terrible and unreliable service. I have been asked inappropriate questions by cab drivers, have been stranded at work after midnight by Yellow Cab that never showed up and hung up on me when I called to find out why, all while enduring rising costs.

The residents of Washington -- especially in your ward -- deserve a council member who will stand up to the taxi federation so that we voters have choices in the economic marketplace. This law is absolutely wrong-headed, influenced by a greedy taxi cabal that doesn't care about providing consumers with fair prices, a good and reliable service and a mode of transportation that also considers the environment.

DON'T BOW TO A TAXI MONOPOLY! Put the constituents who voted you into office first and vote no on the "Uber amendment"!

Respectfully,
Anne Kim



Sent from my iPhone

From: [Ryan Whiteside](#)
Subject: Against Uber Amendment
Date: Tuesday, July 10, 2012 5:41:25 AM

Please Strike down the MINIMUM FARE language from the Uber Amendment.

Thanks,
Ryan

From: [Kristen Urbahn](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Against Über amendment
Date: Monday, July 09, 2012 5:46:54 PM

As a resident of zone 6, I am against the higher fair for uber as proposed in the uber amendment. I would ask that Councilmember Wells does not vote for it.

When will the district stop imposing more taxes on its' already overtaxed residents?

Thank you,

Kristen Urbahn

From: [Logan Ashcraft](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)
Cc: [REDACTED]
Subject: Allow for Innovation and Competition - Support Uber
Date: Monday, July 09, 2012 6:06:43 PM

To whom it may concern:

My name is Logan Ashcraft, and I am resident of Washington, DC.

I am writing to urge you to support Uber and to reject the amendment to instate minimum Uber prices and prevent Uber from offering UberX, a low-cost service that will be offered using only Hybrid vehicles.

Not only is Uber a safer, more reliable and more comfortable alternative than taxi-cabs in the District, its existence also helps keep competition alive in the private transportation industry. It is unethical and illogical for local legislators to prevent Uber's growth or success. This would be a painfully transparent effort to appease the taxi-cab lobby and protect taxi-cab drivers that have been repeatedly, publicly disciplined for offering discriminatory and highly unreliable service to citizens in the District.

I urge you to strike down this amendment and allow for innovation and competition to continue to grow the transportation industry. It is in the best interest of the local economy and the DC citizens whom you have been elected to represent.

Respectfully,

Logan Ashcraft

--

Logan Marie Ashcraft
Mobile: (419) [REDACTED]

From: [Jennifer Pike](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Allow less expensive taxi alternatives
Date: Monday, July 09, 2012 5:25:27 PM

Mr. Wells,

Please vote against the amendment to the taxi modernization bill that would prevent companies such as Uber from offering low cost services. The government should not be in the business of artificially inflating prices. As my legislator whom I have supported, I hope that you will carefully consider my concerns.

Best,

Jennifer Pike

Washington, DC 20003

From: [Monica](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Allow Uber to Lower Prices!
Date: Monday, July 09, 2012 5:09:43 PM

I am writing to express my sincere disappointment in the DC Council's proposition to pass the amendment making it illegal for Uber to lower its prices and use an all-hybrid fleet to do so. Uber has been an incredible alternative to DC taxis, and has created an excellent model for all taxi companies to follow (payable by credit card, on demand pick up services, ***clean*** and quality vehicles, direct service, friendly and knowledgeable drivers). Please do not let this amendment pass, and let Uber lower its prices.

Monica Stowe

From: [Eric Wrigley](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Allow Uber to Lower Rates
Date: Monday, July 09, 2012 5:36:36 PM

Respected Councilmembers,

I'm writing briefly today to voice my support for Uber, the privately-owned, regulated transportation alternative that we are lucky enough to have in our city today. I support this service not as a frequent user, but as a proponent of market-driven transportation alternatives, especially those that push existing boundaries and advance the evolution and betterment of our transportation infrastructure, including our existing taxicab fleet, and perhaps especially so. That's why it was so alarming to read that the Council is set to vote on an amendment that would prevent Uber, a technological and aesthetic improvement over traditional taxicabs and limousine services, from introducing a new lower-cost service using energy-efficient vehicles.

This service would retain a price premium over taxis, based on its superior service and included gratuity, as set by market rates--rather, what the market will bear.

While certainly the safety of its fleet and drivers should be regulated to protect the public interest, I do not believe that the prices of this service should be so tightly regulated as to protect another constituency that is gravely in need of rehabilitation.

It's understood that the taxicab industry is under pressure to change and there are a number of measures existing and proposed that are under consideration. In that respect, we as residents of the District of Columbia implore you to continue.

However, while I do believe that this service from Uber would put competitive pressure on taxis, I don't believe it is undue or undeserved. In fact, in combination with the efforts led by the Council to modernize the city's tax fleet, new related services should lead to improved service and renewed healthy competition.

Please support Uber's introduction of a lower-cost transportation service in the District of Columbia, not only to protect what free-market opportunities we have with regards to our transportation infrastructure, but also as a complement to the ongoing taxicab fleet modernization process. Competition, in this context, can only be a good thing. Thank you.

With Best Regards,

Eric Wrigley
Ward 8

From: [Drew Sample](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Amendment on Sedan Minimums
Date: Monday, July 09, 2012 9:42:36 PM

Councilman Catania,

As one of your constituents in Ward 5 of Washington DC I would like to write to you expressing my concern over the amendment on sedan minimums.

As a longtime DC resident and frequent car for hire user I find it completely unreasonable to disallow competitors into this market. Uber Cab has been a trustworthy and reliable service that has always been fairly priced. As taxi prices have recently risen significantly in the district it is all the more important to ensure that healthy competition survives in this market in order for customers to have access to affordable transportation.

I appreciate the need to ensure that those providing services for us like transportation receive fair compensation. I have always known Uber Cab to be a company that treats their employees fairly, however, and these restrictions seem erroneous and beneficial only to a taxi lobby that has dominated the market to the detriment of the DC consumers.

For the sake of the DC residents that you serve, please do not impose this unnecessary burden on us in favor of a powerful local interest.

Best,
Drew Sample

From: [Drew Sample](#)
To: [Brown, Michael \(Council\)](#)
Subject: Amendment on Sedan Minimums
Date: Monday, July 09, 2012 9:42:19 PM

Councilman McDuffie,

As one of your constituents in Ward 5 of Washington DC I would like to write to you expressing my concern over the amendment on sedan minimums.

As a longtime DC resident and frequent car for hire user I find it completely unreasonable to disallow competitors into this market. Uber Cab has been a trustworthy and reliable service that has always been fairly priced. As taxi prices have recently risen significantly in the district it is all the more important to ensure that healthy competition survives in this market in order for customers to have access to affordable transportation.

I appreciate the need to ensure that those providing services for us like transportation receive fair compensation. I have always known Uber Cab to be a company that treats their employees fairly, however, and these restrictions seem erroneous and beneficial only to a taxi lobby that has dominated the market to the detriment of the DC consumers.

For the sake of the DC residents that you serve, please do not impose this unnecessary burden on us in favor of a powerful local interest.


Best,
Drew Sample

From: [John](#)
To: [Evans, Jack \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Amendment to the Taxi Modernization Act
Date: Monday, July 09, 2012 6:01:46 PM

Dear Mr. Evans, Mr. Mendelson, Mr. Brown, Mr. Catania, and Mr. Orange:

It came to my attention today that the D.C. Council will be voting tomorrow on an amendment to the Taxi Modernization Act that will create a price floor for car services such as Uber operating within the city that is much higher than the rates charged by the taxi companies. Having used both Uber and several D.C. taxi cab companies, I can say that D.C. consumers desperately need the competition that Uber provides. A vote in favor of this price floor will be a vote against D.C. residents ability to enjoy quality transportation at reasonable prices within the city and benefits no one other than the taxi cab companies. As a new resident of the District and of Ward 2, this is the kind of vote that will aid me in determining who I will vote for and support in upcoming elections.

Thank you for your time,

John Cobb
Steptoe & Johnson LLP
Harvard Law School, Class of 2012


From: [Mitchell O'Brien](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Amendment to the Taxi Modernization Bill - Restrictions on alternate transport providers offering low-cost service
Date: Monday, July 09, 2012 6:01:51 PM

Dear Council Member,

I understand that there is presently an amendment to the Taxi Modernization Bill that would make it illegal for alternate transport service providers, such as Uber, to lower its prices or to offer a low cost service.

I'm appreciative of the Council's efforts over the years to improve transport options in DC, including improved bus routes, the introduction of the Circulator, an increased number of bike lanes, improved sidewalks (especially in my local neighborhood) for pedestrian traffic, and the proposed tram system. I am also appreciative of efforts to improve DC's taxi services, including the move to metered taxi rides, the removal of unjustified surcharges, and the imminent introduction of credit card and GPS facilities.

Despite good faith efforts to improve the taxi system in DC, the quality of service continues to be disgraceful - both in terms of infrastructure and customer service. For this reason, I have come to rely more and more on alternate, reliable options in the market place, such as Uber. However, the fare structure presently used by Uber means you pay a premium when using them for short trips and the service is inaccessible to many people living in the community. For this reason, I was alarmed to learn that the Council may seek to restrict the ability for alternate transport service providers to offer a low cost service.

I'm not fully appraised as to all sides of the debate; however, as my local Council Member I would hope that when voting on pending bills and influencing the direction of transport policy you take into account the interests of your constituents in encouraging a reliable, accessible (ie no price floor), alternate in the market place to the present taxi system.

I would be happy to read any additional information your office might have on the proposed amendment and your position on this issue.

In the meantime, if you have any questions please let me know.

All the best,

Mitchell

Mitchell O'Brien

Washington DC 20001

From: [Ernesto M. Santalla](#)
To: [Mark Guenther](#)
Cc: [Wells, Thomas \(COUNCIL\)](#)
Subject: Re: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 1:09:08 PM
Attachments: [PastedGraphic-2.tiff](#)
Importance: High

Dear Councilman Wells,
I echo Mr. Guenther's thoughts as a DC resident, DC business owner and President of the Capital Area Gay and Lesbian Chamber of Commerce. UBER provides a valuable, alternative means of transportation.

Respectfully,
Ernesto Santalla



On Jul 10, 2012, at 8:35 AM, Mark Guenther wrote:

Dear Councilman Wells-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

We are deeply concerned that the amendment will prohibit Uber, a member and supporter of CAGLCC and the LGBT community from launching UberX, a new all-hybrid fleet service that promises to be a reliable, high quality yet low cost transportation alternative.

Healthy competition, advances in technology and adaptability should guide the future of transportation and ultimately what is best for D.C. in all sectors. Innovation in business should be celebrated and encouraged so that D.C. remains a vibrant and exciting city. The artificial handicapping of new and innovative businesses will never help Washington.

Uber is an excellent, reliable and safer way to travel and they are a viable business that is creating jobs in D.C. Please don't stifle the city and please strike the minimum fare language in the taxi modernization bill when you vote today.

Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350
Washington, DC 20005



Follow me on Twitter:
[@DCLGBTChamberED](https://twitter.com/DCLGBTChamberED)

OUR MISSION:

To advocate, promote and facilitate the success of LGBT businesses, professionals and their allies in the Metro DC region.

From: [Ernesto M. Santalla](#)
To: [Catania, David A. \(COUNCIL\)](#)
Cc: [Mark Guenther](#)
Subject: Re: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 1:06:34 PM
Attachments: [PastedGraphic-2.tiff](#)
Importance: High

David,
I echo Mark's thoughts as a DC resident, DC business owner and President of the Capital Area Gay and Lesbian Chamber of Commerce. UBER provides a valuable, alternative means of transportation.

Respectfully,
Ernesto Santalla



On Jul 10, 2012, at 8:36 AM, Mark Guenther wrote:

Dear David-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

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Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350

Washington, DC 20005



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OUR MISSION:

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From: [Mark Guenther](#)
To: [Brown, Michael \(Council\)](#)
Cc: [Ernesto M. Santalla AIA LEED AP](#)
Subject: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 9:25:25 AM
Importance: High

Dear Councilman Brown-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

We are deeply concerned that the amendment will prohibit Uber, a member and supporter of CAGLCC and the LGBT community from launching UberX, a new all-hybrid fleet service that promises to be a reliable, high quality yet low cost transportation alternative.

Healthy competition, advances in technology and adaptability should guide the future of transportation and ultimately what is best for D.C. in all sectors. Innovation in business should be celebrated and encouraged so that D.C. remains a vibrant and exciting city. The artificial handicapping of new and innovative businesses will never help Washington.

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Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350
Washington, DC 20005



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OUR MISSION:

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From: [Hutchinson, Jordan \(COUNCIL\)](#)
To: [Irvin, Jillian \(Council\)](#)
Subject: FW: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 8:58:07 AM
Importance: High

Jordan Hutchinson
Chief of Staff
Office of Councilmember David A. Catania



From: Mark Guenther [mailto:
Sent: Tuesday, July 10, 2012 8:37 AM
To: Catania, David A. (COUNCIL)
Cc: Ernesto M. Santalla AIA LEED AP
Subject: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Importance: High

Dear David-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

We are deeply concerned that the amendment will prohibit Uber, a member and supporter of CAGLCC and the LGBT community from launching UberX, a new all-hybrid fleet service that promises to be a reliable, high quality yet low cost transportation alternative.

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Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350
Washington, DC 20005



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OUR MISSION:

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From: [Mark Guenther](#)
To: [Catania, David A. \(COUNCIL\)](#)
Cc: [Ernesto M. Santalla AIA LEED AP](#)
Subject: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 8:36:46 AM
Importance: High

Dear David-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

We are deeply concerned that the amendment will prohibit Uber, a member and supporter of CAGLCC and the LGBT community from launching UberX, a new all-hybrid fleet service that promises to be a reliable, high quality yet low cost transportation alternative.

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Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350
Washington, DC 20005



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OUR MISSION:

To advocate, promote and facilitate the success of LGBT businesses, professionals and their allies in the Metro DC region.

From: [Mark Guenther](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Cc: [Ernesto M. Santalla AIA LEED AP](#)
Subject: An Important Request from the Capital Area Gay and Lesbian Chamber of Commerce
Date: Tuesday, July 10, 2012 8:35:59 AM
Importance: High

Dear Councilman Wells-

I am writing on behalf of The Board of Directors of the Capital Area Gay and Lesbian Chamber of Commerce to urge you to strike the minimum fare language on the amendment when you vote on the taxi modernization bill today.

We are deeply concerned that the amendment will prohibit Uber, a member and supporter of CAGLCC and the LGBT community from launching UberX, a new all-hybrid fleet service that promises to be a reliable, high quality yet low cost transportation alternative.

Healthy competition, advances in technology and adaptability should guide the future of transportation and ultimately what is best for D.C. in all sectors. Innovation in business should be celebrated and encouraged so that D.C. remains a vibrant and exciting city. The artificial handicapping of new and innovative businesses will never help Washington.

Uber is an excellent, reliable and safer way to travel and they are a viable business that is creating jobs in D.C. Please don't stifle the city and please strike the minimum fare language in the taxi modernization bill when you vote today.

Sincerely,

Mark Guenther
Executive Director
Capital Area Gay and Lesbian Chamber of Commerce
1425 K Street NW Suite 350
Washington, DC 20005



Follow me on Twitter:
[@DCLGBTChamberED](#)

OUR MISSION:

To advocate, promote and facilitate the success of LGBT businesses, professionals and their allies in the Metro DC region.

From: [Emily Lawrimore](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Cc: [REDACTED]
Subject: An uber short message - and uber important message
Date: Monday, July 09, 2012 5:47:32 PM

Ladies and gentleman,

Please strike down the MINIMUM FARE language from the [Uber Amendment](#).

Here's why:

- Uber is a great business
- It takes too long to get a normal cab to pick me up at my house
- Uber is quick
- Uber is friendly
- Uber is easy to track
- Uber lets me pay by credit cards -- wow! How revolutionary.
- If you leave something in an Uber cab, they will help you get it back -- because you know your driver's name.

If you make it uber hard for Uber to do business in DC, they may leave DC. And then I'm stuck:

- Waiting on a cab
- Never knowing when the cab will come
- Walking a long ways in hot heat or cold weather to get a cab
- Always taking out cash and paying ATM fees.
- Frustrated with the city's leadership.

So...please vote against any red tape that makes it hard for Uber to take me where I like to go easily.

Thanks for your consideration.

Emily

From: [SHNO \(Sarah Nordstrom\)](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Cc: [Travis, Uber CEO](#)
Subject: Appalled
Date: Tuesday, July 10, 2012 11:04:21 AM

Mr. Wells,

As a resident of Ward 6, I'm appalled by the blatant hold that the taxi industry has over the DC City Council. Clearly the amendment to artificially increase Uber's rates will harm their business and drive potential customers away. **Please STRIKE DOWN THE MINIMUM FARE LANGUAGE FOR SEDANS – 8C.** If you want to prevent gypsy cabs from becoming a common occurrence in the city, I'm sure there are other ways to do it, but Uber is a legal and actually innovative alternative to hailing a taxi, and their business shouldn't be threatened because the taxi lobby has a firm grip on the Council's balls.

Every day, I navigate my short commute to Metro Center amidst dozens of taxis committing serious traffic infractions, like stopping in the middle of the road, and making illegal u-turns, thereby putting countless bicyclists, pedestrians, passengers, and themselves in harm's way. Although I work on Federal Government Affairs issues for my company, I normally wouldn't speak out on just any old issue, but this issue **REALLY** irritates me. Actually, this is the first time that I've written you because I'm so mad about it and I've haven't even used the Uber car service yet.

I've emailed my co-workers who reside in the District and will be promoting it on Facebook as well. I hope to hear that you made a good decision today. If you want to stop by and discuss this, my address is 125 5th Street, NE.

Regards,

Sarah Nordstrom

Sarah E Nordstrom
Manager
Government Affairs

Novo Nordisk Inc.
1155 F Street, NW
Suite 1150
Washington, DC 20004
USA

 (direct)
(mobile)

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From: [Larry Keyes](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#)
Cc: [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Appeal for fairness for Uber
Date: Monday, July 09, 2012 5:03:24 PM

Dear friends of on the D.C. council.

As a person who has come to enjoy DC 5 times in the last year, from Vermont, I discovered Uber a couple months ago, and it is a WONDERFUL service, not only for people who live in DC but for we tourists who are unfamiliar with how transit in DC works, and/or who need a better class of transportation.

Now that Uber it attempting to introduce a lower-cost service, I hope you will not stand in the way of this wonderful, more ecological mode of transportation.

You should try Uber yourselves. It works beautifully.

Best wishes,

-- Larry

Lawrence Keyes
Cathedral Square Corporation
SASH Health IT Coordinator



"The plural of anecdote is not data".

From: [Michael Roland](#)
To: [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Are you against low-cost high quality transportation?
Date: Tuesday, July 10, 2012 11:26:36 AM

Please strike down the MINIMUM FARE language from the Uber Amendment.

Please email back and tell me your intention.

Thank you.

Kind Regards,

Michael

From: [Colette Cochran](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#)
Subject: Are you Punishing UBER for being Environmentally Friendly?
Date: Monday, July 09, 2012 5:38:57 PM

Dear Council Members:

I'm shocked to hear that you're considering a bill to **punish** UBER for being environmentally responsible by introducing an all hybrid fleet at a reduced fare!?? I find this unconscionable.

DO THE RIGHT THING, and strike down this language.

Yours truly,
Colette Cochran

From: [Blake Wager](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Ayn Rand was right?
Date: Tuesday, July 10, 2012 10:26:21 AM

Mr. Catania,

My opinion: If you don't strike down the minimum fare language of the Uber Amendment, you will forever be a looter and not a producer. The fact that this has even the slightest chance of being enacted is a disgrace to capitalism. More importantly – it is a direct and ruthless attack on all Americans who should be benefitting from competitive prices.

What do you value?

Blake

From: [Blake Wager](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Ayn Rand was right?
Date: Tuesday, July 10, 2012 10:24:05 AM

Mr. Wells,

My opinion: If you don't strike down the minimum fare language of the Uber Amendment, you will forever be a looter and not a producer. The fact that this has even the slightest chance of being enacted is a disgrace to capitalism. More importantly – it is a direct and ruthless attack on all Americans who should be benefitting from competitive prices.

What do you value?

Blake

From: [Blake Wager](#)
To: [Brown, Michael \(Council\)](#)
Subject: Ayn Rand was right?
Date: Tuesday, July 10, 2012 10:20:09 AM

Mr. Brown,

My opinion: If you don't strike down the minimum fare language of the Uber Amendment, you will forever be a looter and not a producer. The fact that this has even the slightest chance of being enacted is a disgrace to capitalism. More importantly – it is a direct and ruthless attack on all Americans who should be benefitting from competitive prices.

What do you value?

Blake

From: [Hawkins, Robert \(COUNCIL\)](#)
To: [REDACTED]
Subject: FW: B19-630, the Taxicab Service Improvement Act of 2012
Date: Monday, July 09, 2012 5:39:37 PM
Attachments: [Memo to Members July 9.docx](#)
[B19-630 Enrolled with Proposed Amendments.docx](#)
[2012.07.10 Taxi Amendments.docx](#)

JR, please see the attached. If you have remaining issues, please let us know.

ROB HAWKINS

Legislative Director

Office of Muriel Bowser (Ward 4)
Council of the District of Columbia
1350 Pennsylvania Avenue, N.W. Suite 110
Washington, DC 20004

Tel: (202) [REDACTED]

Fax: (202) [REDACTED]
[REDACTED]

Click [here](#) to sign up for Councilmember Bowser's Focus on 4 e-newsletter.

From: Newman, Andrew (Council)
Sent: Monday, July 09, 2012 2:45 PM
To: Members and Staff (COUNCIL)
Subject: B19-630, the Taxicab Service Improvement Act of 2012

Dear Members and Staff

Attached are the following documents:

- (1) A memo from Councilmember Cheh providing background information on the bill, describing her proposed amendment, and explaining the data collected by taxi meters.
- (2) Councilmember Cheh's draft amendment to the taxi bill.
- (3) The engrossed version of the taxi bill with Councilmember Cheh's proposed amendment shown in track changes.

Please let us know if you have any questions. We would be happy to answer them.

Thanks,
Drew

Drew Newman
Legislative Director
Office of Councilmember Mary M. Cheh
Council of the District of Columbia
Phone: (202) [REDACTED]
E-Mail: [REDACTED]

From: [Stogner, Kevin \(Council\)](#)
To: [Werner, Ruth \(COUNCIL\)](#)
Subject: FW: B19-630, the Taxicab Service Improvement Act of 2012
Date: Monday, July 09, 2012 5:35:33 PM
Attachments: [Memo to Members July 9.docx](#)
[B19-630 Enrolled with Proposed Amendments.docx](#)
[2012.07.10 Taxi Amendments.docx](#)

Kevin Stogner
General Counsel

Committee on Finance and Revenue
The Honorable Jack Evans, Chair
1350 Pennsylvania Ave NW, Suite 114
Washington, DC 20004
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
www.jackevans.org



From: Newman, Andrew (Council)
Sent: Monday, July 09, 2012 2:45 PM
To: Members and Staff (COUNCIL)
Subject: B19-630, the Taxicab Service Improvement Act of 2012

Dear Members and Staff

Attached are the following documents:

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- (3) The engrossed version of the taxi bill with Councilmember Cheh's proposed amendment shown in track changes.

Please let us know if you have any questions. We would be happy to answer them.

Thanks,
Drew

Drew Newman
Legislative Director
Office of Councilmember Mary M. Cheh
Council of the District of Columbia
Phone: (202) [REDACTED]
E-Mail: [REDACTED]

From: [Newman, Andrew \(Council\)](#)
To: [Members and Staff \(COUNCIL\)](#)
Subject: B19-630, the Taxicab Service Improvement Act of 2012
Date: Monday, July 09, 2012 2:44:32 PM
Attachments: [Memo to Members July 9.docx](#)
[B19-630 Enrolled with Proposed Amendments.docx](#)
[2012.07.10 Taxi Amendments.docx](#)

Dear Members and Staff

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- (1) A memo from Councilmember Cheh providing background information on the bill, describing her proposed amendment, and explaining the data collected by taxi meters.
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- (3) The engrossed version of the taxi bill with Councilmember Cheh's proposed amendment shown in track changes.

Please let us know if you have any questions. We would be happy to answer them.

Thanks,
Drew

Drew Newman
Legislative Director
Office of Councilmember Mary M. Cheh
Council of the District of Columbia
Phone: (202) [REDACTED]
E-Mail: [REDACTED]

From: [Matt Erickson](#)
To: [Brown, Michael \(Council\)](#)
Subject: Be nice to Uber, please.
Date: Monday, July 09, 2012 6:17:29 PM

It's an important service.

(A message from Ward 2)

From: [Matt Erickson](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Be nice to Uber, please.
Date: Monday, July 09, 2012 6:16:22 PM

It's an important service. Thanks.

(I live in Ward 2.)

From: [Amy Kauffman](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Because you can
Date: Tuesday, July 10, 2012 2:09:34 PM

Strike down the MINIMUM FARE language from the Uber Amendment.

--

amy kauffman // catalyst + social entrepreneur

C: [REDACTED] // www.amykauffman.com

igniting a movement of generosity: www.crowdcause.org

nurturing mentoring relationships: www.womenhelpinggirls.org

"It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat." - Theodore Roosevelt

From: [Amy Kauffman](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Because you can
Date: Tuesday, July 10, 2012 2:08:14 PM

Strike down the MINIMUM FARE language from the Uber Amendment.

--

amy kauffman // catalyst + social entrepreneur

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From: [Amy Kauffman](#)
To: [Brown, Michael \(Council\)](#)
Subject: Because you can
Date: Tuesday, July 10, 2012 2:07:24 PM

Strike down the MINIMUM FARE language from the Uber Amendment.

--

amy kauffman // catalyst + social entrepreneur

c: [REDACTED] // www.amykauffman.com

igniting a movement of generosity: www.crowdcause.org

nurturing mentoring relationships: www.womenhelpinggirls.org

"It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat." - Theodore Roosevelt

From: [Stogner, Kevin \(Council\)](#)
To: ["Travis, Uber CEO"](#)
Subject: FW: Call with Travis Kalanick, CEO of Uber
Date: Tuesday, July 10, 2012 9:26:20 AM
Importance: High

FYI

From: Stogner, Kevin (Council)
Sent: Tuesday, July 10, 2012 9:22 AM
To: 'Phatchany Phanyanouvong'
Subject: RE: Call with Travis Kalanick, CEO of Uber
Importance: High

[REDACTED]

Kevin

Kevin Stogner
General Counsel

Committee on Finance and Revenue
The Honorable Jack Evans, Chair
1350 Pennsylvania Ave NW, Suite 114
Washington, DC 20004
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
www.jackevans.org



From: Phatchany Phanyanouvong [mailto:[REDACTED]]
Sent: Monday, July 09, 2012 4:58 PM
To: Stogner, Kevin (Council)
Cc: [REDACTED]
Subject: Call with Travis Kalanick, CEO of Uber

Hi Kevin,

[REDACTED]

Thank you,

Phatch

Phatchany “Phatch” Phanyanouvong

Uber Technologies, Inc.

800 Market Street, 7th Floor

San Francisco, CA 94102

Tel:

Fax:

From: [Stogner, Kevin \(Council\)](#)
To: ["Phatchany Phanyanouvong"](#)
Subject: RE: Call with Travis Kalanick, CEO of Uber
Date: Tuesday, July 10, 2012 9:22:14 AM
Importance: High

Kevin

Kevin Stogner
General Counsel

Committee on Finance and Revenue
The Honorable Jack Evans, Chair
1350 Pennsylvania Ave NW, Suite 114
Washington, DC 20004
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
www.jackevans.org



From: Phatchany Phanyanouvong [mailto:[REDACTED]]
Sent: Monday, July 09, 2012 4:58 PM
To: Stogner, Kevin (Council)
Cc: [REDACTED]
Subject: Call with Travis Kalanick, CEO of Uber

Hi Kevin,

[REDACTED]

Thank you,
Phatch

Phatchany "Phatch" Phanyanouvong
Uber Technologies, Inc.
800 Market Street, 7th Floor
San Francisco, CA 94102
Tel: [REDACTED]
Fax: [REDACTED]

From: [Stogner, Kevin \(Council\)](#)
To: ["Phatchany Phanyanouvong"](#)
Subject: RE: Call with Travis Kalanick, CEO of Uber
Date: Monday, July 09, 2012 5:06:13 PM

Thanks for reaching out – my direct is [REDACTED] and I'm available until about 5:30 – have to leave early today.

Kevin

Kevin Stogner
General Counsel

Committee on Finance and Revenue
The Honorable Jack Evans, Chair
1350 Pennsylvania Ave NW, Suite 114
Washington, DC 20004
Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
www.jackevans.org



From: Phatchany Phanyanouvong [mailto:[REDACTED]]
Sent: Monday, July 09, 2012 4:58 PM
To: Stogner, Kevin (Council)
Cc: [REDACTED]
Subject: Call with Travis Kalanick, CEO of Uber

Hi Kevin,

[REDACTED]

Thank you,
Phatch

Phatchany "Phatch" Phanyanouvong
Uber Technologies, Inc.
800 Market Street, 7th Floor
San Francisco, CA 94102
Tel: [REDACTED]
Fax: [REDACTED]

From: [Phatchany Phanyanouvong](#)
To: [Stogner, Kevin \(Council\)](#)
Cc: [REDACTED]
Subject: Call with Travis Kalanick, CEO of Uber
Date: Monday, July 09, 2012 4:57:39 PM

Hi Kevin,

[REDACTED]

Thank you,
Phatch

Phatchany “Phatch” Phanyanouvong

Uber Technologies, Inc.

800 Market Street, 7th Floor

San Francisco, CA 94102

Tel: [REDACTED]

Fax: [REDACTED]

[REDACTED]

From: [K.R.](#)
To: [Brown, Michael \(Council\)](#)
Subject: Can't believe
Date: Monday, July 09, 2012 9:58:15 PM

the City Council is going to regulate the Uber [car service](#) out of business in DC. This service very obviously beats DC cabs on market terms for many of us -- particularly those of us who don't have cars -- and makes urban living attractive. Please think twice about regulation that skews the value of this service.

From: [Kate Dean](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Cease discrimination of Uber
Date: Tuesday, July 10, 2012 7:49:02 AM

City Council members,

I am a nearly 20 year resident of the District and have lived all over our great city, sometimes in places where cabs are not always available. With the introduction of Uber, I have access to safe, reliable transportation around the city and to and from airports.

I take cabs more than five times a week. I like our cabs, most drivers are pleasant, know the city. The meters... not so much. The years of never accepting credit payments... not so much. Trying to deal with the dispatchers as a single woman when you need to be picked up at night? Exactly why I use Uber. Local cab companies are rude, cabs never show, bottom line, they are unreliable as a form of transportation in the District. Uber provides a great service.

Have you ever taken Uber? It's a pleasure. The drivers are professional, they get you from point A to point B without argument and there is no need for money to be exchanged.

Uber is trying to put more hybrid cabs on the roads, to cut gas emissions, make available an more affordable option for customers. This is not the time to penalize an innovative and incredibly popular company. This is bad policy, you've lost sight of the goal - a city with many affordable transportation options.

The cabs are finally facing competition. Maybe it will force the drivers to provide a better service. In the meantime, the Commission may want to consider policing the following: having the drivers learn the roads, requiring drivers always have change, requiring that cars be moderately clean, enforce not smoke with passengers onboard and inform their drivers of local laws, including not talking on phones while driving.

Let this one go, DC Council. It's hurting you more than protecting the Cab Commission. Competition is a good thing, especially when the end goal should be ensuring there are a plethora of safe, reliable, affordable transportation options for all residents and visitors to the District.

Sincerely,
-Kate Dean

--

"Stare, pry, listen, eavesdrop. Die knowing something. You are not here long. " --
Walker Evans

From: [Newman, Andrew \(Council\)](#)
To: [Hutchinson, Jordan \(COUNCIL\)](#); [Palmer, Justin \(Council\)](#)
Subject: RE: Co-Intro Telemedicine Bill?
Date: Tuesday, July 10, 2012 9:01:48 AM

Sorry about those!!!
Drew

From: Hutchinson, Jordan (COUNCIL)
Sent: Tuesday, July 10, 2012 9:01 AM
To: Newman, Andrew (Council); Palmer, Justin (Council)
Subject: RE: Co-Intro Telemedicine Bill?

Thanks Drew. Will take a look ASAP. Well, as soon as I get through deleting all the Uber emails flooding our inbox. ☺

Jordan Hutchinson
Chief of Staff
Office of Councilmember David A. Catania
[REDACTED]

From: Newman, Andrew (Council)
Sent: Tuesday, July 10, 2012 8:08 AM
To: Palmer, Justin (Council); Hutchinson, Jordan (COUNCIL)
Subject: Co-Intro Telemedicine Bill?

Hi Jordan and Justin,

Today, we are introducing the Telemedicine Amendment Act, which would have us follow the lead of many states and require that insurers allow for telemedicine. Attached is our bill and a background memo on it. Would David like to co-intro with us?

Thanks,
Drew

Drew Newman
Legislative Director
Office of Councilmember Mary M. Cheh
Council of the District of Columbia
Phone: (202) [REDACTED]
E-Mail: [REDACTED]

From: [Hutchinson, Jordan \(COUNCIL\)](#)
To: [Newman, Andrew \(Council\)](#); [Palmer, Justin \(Council\)](#)
Subject: RE: Co-Intro Telemedicine Bill?
Date: Tuesday, July 10, 2012 9:01:02 AM

Thanks Drew. Will take a look ASAP. Well, as soon as I get through deleting all the Uber emails flooding our inbox. ☺

Jordan Hutchinson
Chief of Staff
Office of Councilmember David A. Catania
[REDACTED]

From: Newman, Andrew (Council)
Sent: Tuesday, July 10, 2012 8:08 AM
To: Palmer, Justin (Council); Hutchinson, Jordan (COUNCIL)
Subject: Co-Intro Telemedicine Bill?

Hi Jordan and Justin,

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Thanks,
Drew

Drew Newman
Legislative Director
Office of Councilmember Mary M. Cheh
Council of the District of Columbia
Phone: (202) [REDACTED]
E-Mail: [REDACTED]

From: [Sue Dawley](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [McDuffie, Kenyan \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Comment: Pending Uber Amendments for DCTC
Date: Monday, July 09, 2012 9:03:02 PM

I am a Ward 5 voter. While I appreciate the Council's effort to modernize the DC taxicab system, I resent the Council's continuing efforts to disadvantage Uber, a service that my family frequently uses.

Since we moved to Brookland, I have found it impossible to get a taxi to come to my house without regard to morning or evening, weekend or weekday. On several occasions, taxi companies (specifically Yellow Cab of DC) have failed to pick up after 1-2 hour waits. This is unacceptable. I have stopped calling taxicabs and now use Uber.

The DC Taxicab Commission requires a driver to take me to the DC destination of my choice, yet there is no requirement for cabs to serve all DC neighborhoods in a timely manner. Uber is a necessary competitor in the distorted taxicab market in DC. The taxicab is broken and refuses to serve the community while simultaneously benefiting from price protection legislated by the DC government.

As such, I urge you not include the following provision to section 20m, **"(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a)."**

Any regulation of Uber (prices or otherwise) should be fair to consumers who are not served by the dilapidated unresponsive taxicab system in DC, instead of pursuing hackneyed initiative to drive out competitor with legislation that reeks of regulatory capture by the taxicab lobby.

Sue Dawley

[REDACTED]
Washington, DC 20018
202-24-0608

[The proposed amendment.]

Part B. — Uber Amendments

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase "public vehicle-for-hire ride" and insert the phrase "taxicab ride" in its place.

Explanation and Rationale

· This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase "The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to" and insert the phrase "On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be

limited to" in its place.

Explanation and Rationale

- This section would require the Commission to issue rules regarding sedans within 1 year.

- Currently, the bill permits the Commission to issue regulations but the Commission is not required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

"(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

"(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

"(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

"(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

"(1) The business provides an estimated fare to the customer when a sedan is booked;

"(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;

"(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

"(4) The sedans operating this service are licensed and comply with the requirements of this section."

Explanation and Rationale

- This section would clarify how sedan services operate.

- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.

- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

- These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.

- This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.

--

/sue dawley

From: [John Stubbs](#)
To: [Bowser, Muriel \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)
Cc: [Sheila Kadagathur](#); [Victoria Espinel](#); [Jake Phillips](#); [REDACTED]
Subject: Concern over minimum fare amendment for taxi alternatives
Date: Monday, July 09, 2012 6:26:10 PM

Council Members,

DC policymakers should strive for open, transparent, competitive and non-discriminatory markets. In exchange, DC should expect openness and accountability from its licensees and economic participants. Unfortunately, the proposed amendment to the taxi modernization bill you are considering tomorrow will result in more discrimination and less competition, perpetuating a sector of our economy that has rampant and persistent issues with accountability.

I am a small business owner in the District of Columbia. As you are all aware, our taxi system is in dire need of modernization. That is the point of this legislation before you.

Because taxi drivers in DC willfully ignore fee structures, I am regularly charged in error for stops, additional passengers, luggage or gas premiums, even when such fees are not in effect. Furthermore, I am subject to heavily polluting automobiles that are maintained at a standard far below what our environmental expectations for a "modern fleet" should be. The solution to these problems is not less competition and more protection.

Alternatives to this service have been recently introduced to the DC market providing sedan service or hybrid vehicle service. Importantly, these services also allow for (and will actually process) credit card purchases. Not only is this more convenient for business owners like myself who can keep a more accurate accounting of such services, credit purchases also provide an accurate accounting of sales (and your tax revenue). As a father of two small children with elderly in-laws in the District, another useful feature of these new services is the ability to call a car. Yes, DC taxi dispatchers purport to offer similar services. But when's the last time you called a cab and it actually showed up?

There is zero public interest for mandating a price floor for sedan and competitive alternatives to taxi service. This regulation will destroy an otherwise functioning marketplace to unfairly and unreasonably benefit a single, small group of people: taxi drivers. In particular, efforts to mandate sedan service at 5 times (!!!) the taxi rate smack of the hubris one could only expect from a coddled and monopoly special interest group.

Given that services like Uber < the clear target of this action < have become extremely popular in DC because of their improved service, I would expect a large and vocal backlash to any actions taken to limit competition in the market. Furthermore, because DC is a prominent American city, and because these services exist in other cities, it is fair to say that your actions will be noted and subject to some national and international commentary, critique and scrutiny. Why does Washington, DC, in the middle of an economic recovery, want to signal anticompetitive and special-interest protectionism to future potential employers who may

wish to locate here?

I urge you to reconsider this amendment and actions to limit competition in an economic sector in woeful need of updating.

Sincerely,

John Stubbs

A black rectangular redaction box covering the signature of John Stubbs.

Washington, DC 20009

From: [Nicholas Morin](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Concern over the Uber Amendment
Date: Monday, July 09, 2012 10:15:01 PM

Hello Mr. Wells,

I wanted to write you with respect to my concern over the Uber amendment which imposes a minimum fare on a company that is providing a service to DC residents that is open, honest, clean, enjoyable, and prioritizes its customers (sure, in order to garner more use and profit). In short, it's a rare concept in this city, both in business and certainly governance, providing great service to the majority rather than the pockets of a few who share no interest in DC residents.

I have had my share of enjoyable taxi rides, mostly because of overly educated foreign drivers, but I have never once had any idea how much my ride would cost, if one would arrive, their arrival time, or enjoyed even half the level of service that Uber has provided. Please consider this vote and its potential impact in discouraging new and other entrepreneurial businesses to the District. The Council would do better to dedicate its attention to but one of DC's many existing problems rather than cause a new one. If the Council is looking to endear itself to concerned voters, perhaps it should focus its oversight onto the behaviors of its own than unfair treatment of an incredibly well liked company.

All the best,

Nick Morin
Ward 6

From: [Brooks brunson](#)
To: [Brown, Michael \(Council\)](#)
Subject: Concerned Citizen - stop the "Uber Amendment"
Date: Monday, July 09, 2012 4:58:00 PM

Council Member Brown,

Hello, my name is Brooks Brunson and I live at 70 Rhode Island Ave., NW #302. I love living in Washington DC - a place where it seems that people come from all over the nation to work hard and achieve dreams. So it is with great confusion and concern that I write to you today. It is my understanding that the DC City Council is planning to vote to stop a new start up company from LOWERING (not raising) its price for its service. Uber (the best thing to happen to this city in my opinion, and lots of great things happen to this city) in a long time, wants to offer a GREENER and cheaper service called UberX. What a great thing - a smaller footprint on the earth - and an option for those in the District not making as much. It is unfair to leave some with a cab only option, because they do not make as much.

I understand the power that the taxi cabs have in city hall - I know the political "chance" you take ever opposing them. And really, there is no other reason for this legislation. But think of being a leader - something we need in city hall - and do what is right for this new and exciting company, the environment and those not making enough to afford more expensive options. It would be great to just leave them alone, allow them and the taxi industry to compete, while letting the citizens of DC decide and win!

I hope you will consider voting to kill the "Uber amendment" tomorrow.

From: [Brooks brunson](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Concerned Citizen - Stop the Uber Amendment
Date: Monday, July 09, 2012 5:04:42 PM

Council Member Catania,

Sir, my name is Brooks Brunson and I live at 70 Rhode Island Ave., NW #302. I love living in Washington DC - a place where it seems that people come from all over the nation to work hard and achieve dreams. So it is with great confusion and concern that I write to you today. It is my understanding that the DC City Council is planning to vote to stop a new start up company from LOWERING (not raising) its price for its service. Uber (the best thing to happen to this city in my opinion, and lots of great things happen to this city) in a long time, wants to offer a GREENER and cheaper service called UberX. What a great thing - a smaller footprint on the earth - and an option for those in the District not making as much. It is unfair to leave some with a cab only option, because they do not make as much.

I understand the power that the taxi cabs have in city hall - I know the political "chance" you take ever opposing them. And really, there is no other reason for this legislation. But think of being a leader - something we need in city hall - and do what is right for this new and exciting company, the environment and those not making enough to afford more expensive options. It would be great to just leave them alone, allow them and the taxi industry to compete, while letting the citizens of DC decide and win!

I hope you will consider voting to kill the "Uber amendment" tomorrow.

From: [Ashley Harrell](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Concerned citizen, in support of UBER
Date: Monday, July 09, 2012 5:27:42 PM

Dear Council members:

It has come to my attention that the DC City Council intends to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices. As a strong supporter of the DC City Council, I am deeply disappointed to hear this.

In my experience, DC taxi cabs have failed in providing a reliable transportation service, whereas Uber has provided a reliable and safe service to DC residents such as myself.

It is unfortunate to hear of the DC City Council's stance on preventing Uber from expanding its services and providing a lower cost service. This stance hinders business and job growth, and is not in the best interest of the DC residents you have the honor and duty of representing.

Please strike down the minimum fare language from the Uber Amendment.

Thank you,

Ashley Harrell

From: [Phillip Dunham](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Cc: [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)
Subject: Council vote tomorrow on Uber
Date: Monday, July 09, 2012 7:30:01 PM

Mr. Wells - You probably don't remember me but you helped us get our home when the First Time Homeowner's Program was stopped just days before we were to go to settlement and we chatted at the Tiber Island pool party last year when you stopped in to say hello. We appreciate all you have done for us and want to take a moment of your time to talk about an bill coming up before Council tomorrow regarding the Uber transportation service.

I am disabled and cannot stand for long periods of time. I have always found DC taxi service to be particularly unfriendly in many ways. Cabs won't stop when they see my walker or when I was in my wheelchair as I am on occasion. Ordering one simply doesn't work - they just don't show up or are unwilling to wait the 60 seconds it takes for me to get from my condo to the curb. Many are in such poor repair it's a disgrace and I think everyone can relate to the lack of comfort when the driver has the front passenger seat all the way back so s/he can have all their paperwork and gear handy leaving just 4" for my legs to cram into in the back seat. I cannot rely on them at all and physical contortions to just get in are impossible.

Since Uber has come to the District, I actually go out and participate in all that the District has to offer again - something I stopped doing as my mobility declined and transportation became an issue. Uber provides a safe, clean and dependable option for me to get around town. I know when it will arrive - I can track its progress to me on my cellphone. I know it will be clean - the driver courteous - and I do not have to carry cash with me.

Now as I understand it, this Bill would set a minimum fare for their new service which in other cities provides greater savings to their customers. I see Council's attempt to regulate them in this manner as just another government intrusion into what should be a free marketplace. If the taxi companies are crying foul then they must adapt and offer better customer oriented service. Let competition work so those that are lacking are forced to work harder and innovate.

Regulation is not the key to solving every problem.

Thank you for your time and thank you for your years of service. Your work is appreciated.

Sincerely,

Phillip Pittinger-Dunham
Walter-Ray Associates LLC
490 M Street SW W103
Washington, DC 20024
[REDACTED] Phone
[REDACTED] Fax

This email and any files transmitted with it is intended solely for the use of the individual or entity to whom it is addressed. It may contain privileged and confidential information as well as copyrighted material. If you have received this email in error please notify the sender by email, delete and destroy this message and its attachments. This footnote also confirms that this email message and any attachments has been swept by Trend Micro Antivirus for the presence of computer viruses. However, the integrity, accuracy, or completeness of any e-mails, information, or attached files can not be guaranteed by myself or any of my employees.

From: [Karen Hurley](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: COUNCIL VOTING ON UBER AMENDMENT
Date: Tuesday, July 10, 2012 7:40:53 PM

Hi there, I heard via email today that you are looking to change the Uber Amendment to create a minimum fare limit. I am appalled at this attempt to limit entrepreneur-ship and innovation.

I am writing to offer my support to a groundswell in the USA that asks you to strike down the MINIMUM FARE language from the Uber Amendment.

I look forward to hearing your responses.

Yours most sincerely

Karen Gillow
Brisbane, Australia

From: [John Marble](#)
To: [Brown, Michael \(Council\)](#)
Subject: Councilman Brown - Vote to Strike Down Minimum Fare Language (Uber Amendment)
Date: Tuesday, July 10, 2012 10:44:05 AM

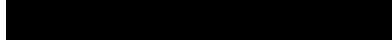
Dear Councilmember Brown,

As a District resident, I am writing to ask that you vote to strike down the minimum fare language from the so-called "Uber Amendment". This action is needed into encourage private investment, enterprise, and competition in our District.

I applaud the Council for taking steps that will greatly improve our taxi fleet. It's current state is more than appalling. However, more competition is needed outside of our taxi fleet to offer District residents more choice at lower cost. Please strike this minimum fare language from this amendment.

Thank you,

John Marble



Washington, DC

From: [John Marble](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Councilman Catania - Please Vote to Strike Down Minimum Fare Language (Uber Amendment)
Date: Tuesday, July 10, 2012 10:42:53 AM

Dear Councilmember Catania,

As a District resident, I am writing to ask that you vote to strike down the minimum fare language from the so-called "Uber Amendment". This action is needed into encourage private investment, enterprise, and competition in our District.

I applaud the Council for taking steps that will greatly improve our taxi fleet. It's current state is more than appalling. However, more competition is needed outside of our taxi fleet to offer District residents more choice at lower cost. Please strike this minimum fare language from this amendment.

Thank you,

John Marble

[REDACTED]

Washington, DC

From: [Pesante, Kiara \(Council\)](#)
To: [Pesante, Kiara \(Council\)](#)
Subject: Councilmember Cheh's Taxicab Reform and Modernization Bill Passes Final Vote
Date: Tuesday, July 10, 2012 6:42:19 PM
Attachments: [B19-630 Enrolled with Cheh Amendments.pdf](#)
[image003.png](#)

NOTE: The attached version of the bill does not include the smaller amendments made by other Councilmembers on the dais today. That version will be available later this week.



The Council of the District of Columbia
The Office of Councilmember Mary M. Cheh, Ward 3

FOR IMMEDIATE RELEASE

Communications Director: Kiara Pesante

July 10, 2012

8089 c: [REDACTED]

o: 202-724-

Councilmember Cheh's Taxicab Reform and Modernization Bill Passes Final Vote

*Bill moves to Mayor for signature, then 30-day Congressional review
period*

WASHINGTON, D.C. – Today, Councilmember Mary M. Cheh's taxicab reform and modernization bill, B19-630, passed its final Council reading with an 11 – 1 vote. The bill provides, before the end of the year, that all taxicabs operating in the District of Columbia will be equipped with a new meter system that accepts debit and credit cards, provide electronic manifest for drivers, support GPS technology with both driver and passenger monitors, and provide a digital map and audio/visual content for passengers. This new technology will also be able to integrate with smart phone applications that link passengers and drivers in a way that is already transforming the way riders are connected with taxicabs.

"This is a great day for the District of Columbia's hundreds of thousands of residents and millions of annual visitors," said Councilmember Cheh. "We are finally on our way to bringing the city's taxi fleet into the 21st century, with technology improvements that will make passengers' service experience safer, more convenient, and more accessible to all. I look forward to the implementation of these revolutionary reforms in the coming weeks."

As underserved areas of the District have been of great concern, these new dispatch options will connect passengers and riders in a more efficient way. The GPS data collected will be able to provide key information about what areas of the District taxicabs are and are not servicing. Increased dispatch requirements will create more options for passengers, and a new D.C. Taxicab Commission hotline will connect riders with available dispatch services in the District.

The costs associated with the purchase and installation of the new equipment will be covered by a surcharge on each taxi ride, not to exceed 50 cents, and a reprogramming by the Mayor.

"I am also pleased that the Mayor has transmitted a reprogramming today that will cover the cost of installing the new meters and other equipment," said Cheh. "Therefore, the only out-of-pocket expense to the drivers will be to purchase a uniform dome light, which has been estimated at between \$150 and \$200."

This bill was introduced by Councilmember Cheh and Councilmember Tommy Wells (D-Ward 6) on December 20, 2011. Soon after, Cheh's office conducted an online survey of District residents, garnering over 4,000 responses. Overwhelmingly, participants rated the District's taxicabs as 'poor' or 'fair' in comparison to other major U.S. cities. The Committee on the Environment, Public Works, and Transportation, Chaired by Cheh, held a hearing on January 30th of this year. At its meeting on May 17th, the Committee voted to approve this bill 5-0. The Council voted 9-4 to approve the bill at its June 5th legislative meeting.

Councilmember Cheh has scheduled a public hearing on D.C.'s taxi system for Monday, September 24 at 11 a.m. in the Council Chamber to follow-up on the improvements and review how they are working for the city. Among other things, the hearing will consider how Uber DC and other services can operate in the District.

###

Kiara Pesante, MPA | **Communications Director**
Councilmember Mary M. Cheh (D-Ward 3)
Chair, Committee on the Environment, Public Works, and Transportation
The Council of the District of Columbia

Direct: [REDACTED]

Mobile: [REDACTED]

www.marycheh.com

Follow me for news and updates: [@ChehPress](https://twitter.com/ChehPress)

*Would you like to stay informed about Councilmember Cheh's [#Ward3DC](#) events and activities?
Join Mary's mailing list by clicking [here](#)!*

From: [KENT c Bostock](#)
Subject: fwd: Councilmember Evans- no minimum amendment
Date: Tuesday, July 10, 2012 1:38:34 PM

Schannette Grant on behalf of Jack Evans

Chief of Staff

From: [Adam Goers](#)
To: [Brown, Michael \(Council\)](#)
Subject: cutting edge
Date: Monday, July 09, 2012 7:01:12 PM

Hey Michael,

I believe we've met at a fundraiser last year but i'm not reaching out to you in an official basis but rather personally. When you go to major cities all across the country you'll find that they all have services like Uber. San Francisco, New York, Chicago, Seattle. What do you have all have in common? They are on the cutting edge and Uber is one of those applications being used. Frankly it would be a setback for the district if you all were to put in language that makes the service unworkable. I would understand if you're against allowing the low cost service Uberx. But setting the minimum fare being 5 times the taxi's minimum for the town care would make it very unlikely that I or other would be able to use the service. That shouldn't be your goal! You should push the taxi cabs to come up with their own smart phone application if they're worried about the competition.

Best,
Adam

Adam Goers
National Finance Director
Governor Martin O'Malley

 - Cell
- Fax

From: [Joe Antenucci](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Dangerous language in the Uber Amendment.
Date: Tuesday, July 10, 2012 11:32:18 AM

Hi David,

I am concerned about the government telling a private company how much to charge for their service.

Please strike down the MINIMUM FARE language from the Uber Amendment.

Fixing prices and using the government to fight off competition is corruption. Plain and simple.

Please don't set this potentially horrendous precedent. It will stifle innovation for years to come.

Sincerely,

Joe

From: [Joe Antenucci](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Dangerous language in the Uber Amendment.
Date: Tuesday, July 10, 2012 11:31:01 AM

Hi Tommy,

I am concerned about the government telling a private company how much to charge for their service.

Please strike down the MINIMUM FARE language from the Uber Amendment.

Fixing prices and using the government to fight off competition is corruption. Plain and simple.

Please don't set this potentially horrendous precedent. It will stifle innovation for years to come.

Sincerely,

Joe

From: [Joe Antenucci](#)
To: [Brown, Michael \(Council\)](#)
Subject: Dangerous language in the Uber Amendment.
Date: Tuesday, July 10, 2012 11:28:26 AM

Hi Michael,

I am concerned about the government telling a private company how much to charge for their service.

Please strike down the MINIMUM FARE language from the Uber Amendment.

Fixing prices and using the government to fight off competition is corruption. Plain and simple.

Please don't set this potentially horrendous precedent. It will stifle innovation for years to come.

Sincerely,

Joe

From: [william handy](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: David Catania, please strike down the MINIMUM FARE language from the Uber Amendment!
Date: Tuesday, July 10, 2012 11:24:27 AM

Dear David Catania,

Please vote against enacting a price floor to set Uber's minimum fare at **no less than 5 times a taxi's minimum fare**. By not voting against the amendment you are handicapping a reliable, high-quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. Uber is a small company that is trying to improve local transportation in this country because taxi companies are not innovating or improving service.

It is hard for me to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians.

So please, strike down the MINIMUM FARE language from the Uber Amendment in today's vote!

Thank you for your time,

William Handy

From: [Facebook](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: David Corey posted on DC Councilmember Tommy Wells's Wall
Date: Monday, July 09, 2012 6:15:21 PM

facebook



David Corey posted on DC Councilmember Tommy Wells's Wall

"DC Councilmember [Tommy Wells](#), I'm one of your voting constituents in Ward 6, and I urge you to strike down the Minimum Fare language from the [Uber](#) Amendment being placed by the DC Taxicab Lobby tomorrow. "

Reply to this email to comment on this Wall post.

[View Post](#)

This message was sent to [REDACTED] If you don't want to receive these emails from Facebook in the future, please click: [unsubscribe](#).
Facebook, Inc. Attention: Department 415 P.O Box 10005 Palo Alto CA 94303

From: [Nick Owens](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: David, please help stop this anti-uber regime
Date: Monday, July 09, 2012 5:17:41 PM

David,

I know you as a leader on the side of the consumer and understand what commerce brings to our community. As a DC resident, I find Uber service and taxis to be reliable. I use taxis often and car services. I like a choice. Consumers enjoy choices. The market works and we should appreciate that in the nation's capital that would matter. Let's not pick winners and losers and legislate minimum prices. Goodness. What comes with this? Thank you for your consideration. I know thousands of the city residents and council's constituents support stopping this Anti-Uber regime. Uber is adding value to your constituents and our city.

Best regards,
Nick

Nicholas N. Owens
Magnolia Strategy Partners, LLC
701 Pennsylvania Avenue, NW
Suite 1206
Washington, DC 20004

 direct


www.magnoliastrategy.com

From: [Bart](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: David, please support the Jack Evans/Tommy Wells Uber Amendment. Thank you
Date: Tuesday, July 10, 2012 12:02:45 PM

Best regards,
Bart

From: [Ali Sorbi](#)
Subject: DC Cabs = DC Shame
Date: Monday, July 09, 2012 5:39:21 PM

Dear Council Members

I think the Washington Post was 100% accurate when they called DC's cab system "Third World."

The DC Cab system is corrupt, out dated and barbaric. The cab drivers are untrained, rude, and combative. They take advantage of tourists and regular visitors and don't even offer Credit Card service. Additionally, the Cabs are all 20+ years old and they claim not to have AC and break down constantly.

The fact that your council is trying to eliminate UBER's lower cost, more reliable and honest system; is shameful and very concerning.

Ever since Uber service started; I have felt much more comfortable and MORE likely to come into the district b/c I know I have a safe and reliable ride home to Virginia. If Uber and its services are eliminated; my visits to DC would be reduced by at least 75% b/c I know I can't find a honest and reliable cab after 12pm; I will simply keep my dinners and events in VA, where they have a real cab system.

Please tell me what other majors cities have a cab system with the following:

- 1) No Credit Cards
- 2) No A/C
- 3) No Minimum Vehicle Standards
- 4) No consistent labeling and colors

Your council should be shamed of itself! Considering 2 council members have been convicted of crimes in the last two years; your board already has no legitimacy; this decision would prove your lack of foresight and common logic. Why would you scare tourist dollars away from your city by backing a corrupt and sub-par system?

-Ali R. Sorbi

From: [Kate Fehlenberg](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: DC City Council is voting to prevent Uber from lowering rates
Date: Monday, July 09, 2012 7:38:26 PM

Dear Mr. Wells,

As a tax-paying, non-car-driving resident of Ward 6 for 4 years now, I was thrilled to learn of Ubercab-- it's fast and reliable, and 1000x better than the few, slow, unreliable and ever-more-expensive DC cabs.

I'm writing to urge you **not to give in to the taxi lobby, and allow Uber cab to lower its rates**. Competition on the open market is what capitalism is (supposedly) all about, and your constituents want options.

We'll be watching. Thanks--
Kate Fehlenberg

[REDACTED]

Wash DC 20002
Ward 6

From: [Daniel Battisto](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: DC City Council is voting tomorrow to prevent Uber from lowering rates
Date: Tuesday, July 10, 2012 8:21:18 AM

Sir-

Why is this happening? Uber is a great service, especially when you compare it to the below-mediocre service I receive from DC Taxis. I have used Uber several times, and have never had a bad experience. If anything, Uber is setting the mark for where DC Taxi's should be working towards getting.

Also, the additional service offers hybrid cars. How is that a bad idea?

Thank you for your time. Please contact me via email if you would like any more of my opinions.

Daniel Battisto
[REDACTED]

Washington, DC, 20003

----- Forwarded message -----

From: **Travis, Uber CEO** <[REDACTED]>
Date: Mon, Jul 9, 2012 at 4:50 PM
Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates
To: Daniel Battisto <[REDACTED]>

Un-Independence

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the [Uber Amendment](#).

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), (202) [REDACTED] [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, (202) [REDACTED] [REDACTED] [@cmmichaelabrown](#)

- **Jim Graham**, Ward 1, (202) [REDACTED] [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, (202) [REDACTED] [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, (202) [REDACTED] [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, (202) [REDACTED] [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, (202) [REDACTED] [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, (202) [REDACTED] [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, (202) [REDACTED] [REDACTED] [@marionbarryjr](#)

- **David Catania**, at-large, (202) [REDACTED] [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, (202) [REDACTED] [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

To join the #UberDCLove activism team, [click here](#).



Uber Technologies, Inc.
182 Howard Street, #8
San Francisco, CA 94105

[Unsubscribe](#)
[Subscription Preferences](#)
[View this email in your browser](#)

 @Uber_DC

From: [Cameron Bishop](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: DC City Council Taxi Vote
Date: Monday, July 09, 2012 5:50:10 PM

Dear Councilman Wells,

I simply ask you don't vote to set absurd price floors on any transit service. Washington's antiquated taxi system has long dragged down this great city. Although I have never used Uber, I ask you vote to continue to allow competition in the taxi/limo/private driver industry. Every person I have spoken with who uses Uber holds this service in high regard, very much unlike the general taxi service. Thank you for your time and consideration. As registered Capitol Hill voter I will be monitoring your votes.

Sincerely,
Cameron Bishop



20002

From: [Michael Werz](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Cc: ["Travis, Uber CEO"](#)
Subject: DC City Council vote tomorrow on Uber limousine service
Date: Monday, July 09, 2012 5:16:26 PM

Dear Jim Graham,

Members of the City Council,

With regards to tomorrow' vote on the amendment to the taxi modernization bill: Please consider letting the people of Washington make their own call—whether they prefer Uber or a DC Cab. The success of Uber's pricey service is a vote of no confidence for the way taxis operate in our town. It would be great if you focus your legislative energy on fixing a thoroughly broken system instead of curbing competition. Let Uber do their job and don't take away the option for Washingtonians to use hybrid cars at a lower fare instead of charging us a fuel surcharge for 20 year old V8's. Look at New York and don't bother Uber; rather pass a law that requires taxi cabs not to be older than four or five years, clean and safe. It's not that difficult, you can do it!

Best regards—will watch your vote tomorrow with great interest,

Michael Werz

Ward 1

From: [Derek Chan](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC City Council vote tomorrow regarding Uber from lowering rates
Date: Monday, July 09, 2012 5:31:15 PM

To whom it may concern,

As a regular user of taxi cabs and Uber in the city of Washington DC, I urge the DC City Council to vote for allowing Uber to lowering their rates.

Taking competition away is not the answer. DC cabs in my experience has generally been miserable and has been that way for the last 25 years.

Competition has seem to offer some kinds of improvements. DC cabs are generally not well kept, dirty or have strong odors - if anyone begs to differ, just take a ride in a cab in the city. And the fact we have to ask for AC when the temperature is 100 degree plus, is ridiculous. Asking the cab drivers to comply with available AC, cleanliness or up keep of their cars hasn't work over the last 25 years, competition may.

Derek Chan

From: [Jimmy Lee](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC Council
Date: Monday, July 09, 2012 5:57:00 PM

Members of the DC Council,

Passing a law to increase the cost of an Uber ride by 5 times is UnAmerican. It provides the DC cabs and the DC Taxi Commission a monopoly on for-pay car service in DC. DC Council and the DCTC need to spend more time improving customer service and less time on destroying the competition through legislation.

Shame on you if you do this.

Jimmy Lee
Concerned DC Resident and NON-Uber user.

[REDACTED]

#205

WDC 20036

From: [Amy Fishman](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Re: DC Council Punitive Action Against Businesses is Unacceptable
Date: Monday, July 09, 2012 5:51:32 PM

Dear Mr. Chairman and Members of the DC Council:

I am outraged to hear that the DC Council is planning to vote tomorrow on legislation that would prevent the livery service company Uber from offering its most innovative services and competitive rates in the DC market. As a taxpayer, Ward 1 home owner and DC voter, I expect my elected representatives to take actions that benefit and protect me, not the entrenched, corrupt and poorly functioning DC Taxicab industry.

DC has a lot to be proud of, and the improvements to quality of life here have been immense in the seven years that I have been a resident. Please know that I and my fellow citizens who expect these improvements to continue and for DC to be a world class place to live strongly object to Council actions such as setting rate floors on livery service that benefit an entrenched minority at the expense consumers and intelligent economic development.

It would be an absolute shame if the DC Council were to continue to pursue policies such as this one.

Amy Fishman


From: [Jonathan Kurz](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC Council Punitive Action Against Businesses is Unacceptable
Date: Monday, July 09, 2012 5:46:37 PM

Dear Mr. Chairman and Members of the DC Council:

I am outraged to hear that the DC Council is planning to vote tomorrow on legislation that would prevent the livery service company Uber from offering its most innovative services and competitive rates in the DC market. As a taxpayer, Ward 1 home owner and DC voter, I expect my elected representatives to take actions that benefit and protect me, not the entrenched, corrupt and poorly functioning DC Taxicab industry.

DC has a lot to be proud of, and the improvements to quality of life here have been immense in the seven years that I have been a resident. Please know that I and my fellow citizens who expect these improvements to continue and for DC to be a world class place to live strongly object to Council actions such as setting rate floors on livery service that benefit an entrenched minority at the expense consumers and intelligent economic development.

It would be an absolute shame if the DC Council were to continue to pursue policies such as this one.

Yours Truly,

Jonathan Kurz

A black rectangular redaction box covering the signature of Jonathan Kurz.

From: [Getting Done](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 2:21:25 PM

Dear DC Council Members,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment. The minimum fare is an attack on start-ups and hinders innovation.

Please tell me what your position in this matter is. The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers. If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,
Jimmy Durgan

From: [Nick Papademetriou](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 1:06:28 PM

Dear Mr. Catania,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment.

The minimum fare is an attack on start-ups and hinders innovation. Please tell me what your position in this matter is.

The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers. If you ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,

Nick Papademetriou

From: [Nick Papademetriou](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 1:03:41 PM

Dear Mr. Wells,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment.

The minimum fare is an attack on start-ups and hinders innovation. Please tell me what your position in this matter is.

The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers. If you ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,

Nick Papademetriou

From: [Nick Papademetriou](#)
To: [Brown, Michael \(Council\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 12:57:47 PM

Dear Mr. Brown,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment.

The minimum fare is an attack on start-ups and hinders innovation. Please tell me what your position in this matter is.

The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers. If you ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,

Nick Papademetriou

From: [David Pfahler](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 5:30:19 AM

Dear Mr Catania,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment. The minimum fare is an attack on start-ups and hinders innovation.

Please tell me what your position in this matter is. The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers.

If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,
David Pfahler

From: [David Pfahler](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 5:29:01 AM

Dear Mr Wells,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment. The minimum fare is an attack on start-ups and hinders innovation.

Please tell me what your position in this matter is. The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers.

If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your fastest reply.

Sincerely,
David Pfahler

From: [David Pfahler](#)
To: [Brown, Michael \(Council\)](#)
Subject: DC COUNCIL VOTES ON THE UBER AMENDMENT
Date: Tuesday, July 10, 2012 5:26:12 AM

Dear Mr Brown,

I would like to ask you to strike down the MINIMUM FARE language from the Uber Amendment. The minimum fare is an attack on start-ups and hinders innovation.

Please tell me what your position in this matter is. The question is: Are you in favor of innovators or incumbents?

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Sincerely,
David Pfahler

From: [Thomas Leonard](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Cc: [Alex Morgia](#)
Subject: Re: DC for Startups
Date: Tuesday, July 10, 2012 10:22:38 AM

Dear Council Members,

I want to reiterate the point my friend and business partner is making below. Uber has challenged the status quo, for sure. But its success, and that of Living Social and other startups, has garnered national and international attention. The District of Columbia is open for business.

Given the Mayor's push to modernize DC cabs, Uber should be seen as a model to be emulated. An easy to use cab system could mean that tourists, business people, and locals alike will be more open to taking a late train into Union Station and grabbing a cab to the hotel or home.

Let Uber operate under the same rules as other taxi cabs in the District of Columbia.

Regards,

Tom

Tom Leonard
Planning Student, University of Maryland
Ward 6 resident (2 years)
DC resident (9 years)

On Tue, Jul 10, 2012 at 9:57 AM, Alex Morgia <[REDACTED]> wrote:

Dear Council Members,

I'm working on a business with two cofounders - one in Boston and one in DC. One of these places will be our home provided things go well for us in the next few months, but I am concerned with DC as a startup-friendly environment given the "Uber Amendment" being voted on today. To put it bluntly, putting a price floor on a service like Uber is economically and socially irresponsible. Improvements in quality of life are driven by innovation. Should the internet cost "at least 5x the minimum telephone bill" to protect phone companies? Should airplane tickets cost "at least 5x the cost of a horse and buggy ride of the same length" to protect Amish transportation businesses?

I hope I'm preaching to the choir and you all understand this and will vote accordingly, but even if you disagree consider this: passing this Amendment discourages the country's only booming industry from taking root in your district.

Thanks for your time,
Alex Morgia

From: [Alex Morgia](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Fw: DC for Startups
Date: Tuesday, July 10, 2012 10:10:36 AM

Forwarded message:

From: Evans, Jack (COUNCIL) <[REDACTED]>
To: Alex Morgia <[REDACTED]>
Date: Tuesday, July 10, 2012 10:06:44 AM
Subject: RE: DC for Startups

Alex - [REDACTED]
[REDACTED]

Schannette Grant on behalf of Jack Evans
Chief of Staff

From: Alex Morgia [[mailto:\[REDACTED\]](#)]
Sent: Tuesday, July 10, 2012 9:58 AM
To: Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)
Subject: DC for Startups

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Alex Morgia

From: [Alex Morgia](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC for Startups
Date: Tuesday, July 10, 2012 9:57:46 AM

Dear Council Members,

I'm working on a business with two cofounders - one in Boston and one in DC. One of these places will be our home provided things go well for us in the next few months, but I am concerned with DC as a startup-friendly environment given the "Uber Amendment" being voted on today. To put it bluntly, putting a price floor on a service like Uber is economically and socially irresponsible. Improvements in quality of life are driven by innovation. Should the internet cost "at least 5x the minimum telephone bill" to protect phone companies? Should airplane tickets cost "at least 5x the cost of a horse and buggy ride of the same length" to protect Amish transportation businesses?

I hope I'm preaching to the choir and you all understand this and will vote accordingly, but even if you disagree consider this: passing this Amendment discourages the countries only booming industry from taking route in your district.

Thanks for your time,
Alex Morgia

From: [Christa Aiken](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC Resident asking strike down the MINIMUM FARE language from the Uber Amendment.
Date: Tuesday, July 10, 2012 3:36:56 PM

Council Members,

I am a resident (and voter) of the District and am proud to call DC my home and place of work.

I was shocked this morning to read about the minimum fare language in the Uber Amendment that you will be voting on today. As a resident of DC I use both DC Taxis and the Uber Service. They are distinct services and we have room for both.

More importantly we should be encouraging small businesses and innovation – not legislating it out of existence.

Please vote against the minimum fare amendment.

Thank you,

Christa Aiken
Membership Programs Coordinator
Eye Bank Association of America
1015 18th Street NW
Suite 1010
Washington, DC 20036



www.restore sight.org

From: [Steve Clark](#)
To: [Brown, Michael \(Council\)](#)
Subject: RE: DC Taxi Modernization Bill Amendment
Date: Tuesday, July 10, 2012 3:21:19 PM
Attachments: [image001.png](#)

Councilmember Brown,

In followup to my email yesterday, which was also sent to Councilmember Jack Evans, I now understand that Councilmember Evans is introducing an amendment that would have no minimum for Uber. I urge you to vote for this amendment.

Sincerely,

Stephen H. Clark, CBC, CCP
President, Home Team Captions
Captioning, CART, Training

[REDACTED] (phone)
[REDACTED] (toll-free)
[REDACTED] (fax)

1001 L Street NW, #105
Washington, DC 20001

[REDACTED]
www.hometeamcaptions.com



From: Steve Clark [mailto:[REDACTED]]
Sent: Monday, July 09, 2012 5:19 PM
To: [REDACTED]
Subject: DC Taxi Modernization Bill Amendment

Dear Councilmember Brown,

I am writing you today encouraging you to vote against the Taxi Modernization Bill Amendment set to come before the DC Council tomorrow, Tuesday, July 10, 2012. My understanding is that this amendment would make it illegal for sedan services such as Uber to lower its prices or to offer a low-cost service. I believe this low-cost service would provide another option for those of us who often rely on taxicabs in the District, and I believe it will help create healthy competition.

As a small business owner here in the District, I rely on DC taxicabs, sedan services such as Uber, as well as bus and Metro service to get around the District when visiting my clients. I welcome Uber's low-cost service as a complement to these modes of transportation in the District.

Sincerely,

Stephen H. Clark, CBC, CCP

President, Home Team Captions
Captioning, CART, Training



(phone)
(toll-free)
(fax)

1001 L Street NW, #105
Washington, DC 20001



www.hometeamcaptions.com



From: [Steve Clark](#)
To: [Brown, Michael \(Council\)](#)
Subject: DC Taxi Modernization Bill Amendment
Date: Monday, July 09, 2012 5:18:54 PM
Attachments: [image001.png](#)

Dear Councilmember Brown,

I am writing you today encouraging you to vote against the Taxi Modernization Bill Amendment set to come before the DC Council tomorrow, Tuesday, July 10, 2012. My understanding is that this amendment would make it illegal for sedan services such as Uber to lower its prices or to offer a low-cost service. I believe this low-cost service would provide another option for those of us who often rely on taxicabs in the District, and I believe it will help create healthy competition.

As a small business owner here in the District, I rely on DC taxicabs, sedan services such as Uber, as well as bus and Metro service to get around the District when visiting my clients. I welcome Uber's low-cost service as a complement to these modes of transportation in the District.

Sincerely,

Stephen H. Clark, CBC, CCP
President, Home Team Captions
Captioning, CART, Training

[REDACTED] (phone)
[REDACTED] (toll-free)
[REDACTED] (fax)

1001 L Street NW, #105
Washington, DC 20001

[REDACTED]
www.hometeamcaptions.com



From: [Dave Sklar](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#)
Cc: [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: DC Taxi Regulations
Date: Monday, July 09, 2012 7:24:26 PM

Council Members,

DC policymakers should strive for open, transparent, competitive and non-discriminatory markets. In exchange, DC should expect openness and accountability from its licensees and economic participants.

Unfortunately, the proposed amendment to the taxi modernization bill you are considering tomorrow will result in more discrimination and less competition, perpetuating a sector of our economy that has rampant and persistent issues with accountability.

I live in Ward 1 of The the District of Columbia. As you are all aware, our taxi system is in dire need of modernization. That is the point of this legislation before you.

I share your concerns with DC's taxi fleet. Because taxi drivers in DC willfully ignore fee structures, I am regularly charged in error for stops, additional passengers, luggage or gas premiums, even when such fees are not in effect. Furthermore, I am subject to heavily polluting automobiles that are maintained at a standard far below what our environmental expectations for a "modern fleet" should be.

You have proposed some solutions to these problems, such as use of GPS and credit cards. I applaud these efforts to promote greater accountability and oversight to the taxi system.

Recently, however, the transportation committee proposed "minimum fare" language in section 8c of the Taxi Improvement Bill that runs in the opposite direction, and makes current problems worse.

There is zero public interest for mandating a price floor for sedan and competitive alternatives to taxi service. This regulation will destroy an otherwise functioning marketplace to unfairly and unreasonably benefit a single, small group of people: taxi drivers. In particular, efforts to mandate sedan service at a starting basis of 5 times (!!!) the taxi rate smack of the hubris one could only expect from a coddled and monopoly special interest group. One company, Uber, has already acknowledged such a restriction would prevent them from bringing environmentally-improving hybrid sedan service to DC -- a

service they recently introduced in other markets.

Given that services like Uber -- the clear target of this action -- have become popular in DC because of their improved service, I would expect a large and vocal backlash to any actions taken to limit competition in the market. Furthermore, because DC is a prominent American city, and because these services exist in other cities, it is fair to say that your actions will be noted and subject to some national and international commentary, critique and scrutiny. Why does Washington, DC, in the middle of an economic recovery, want to signal anticompetitive and special-interest protectionism to future potential employers who may wish to locate here?

I urge you to reconsider this amendment and actions to limit competition in an economic sector you rightly know is in woeful need of updating.

Sincerely,

David C. Sklar

From: [Jimmy Gardner](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Dc TaxiCab Commission and Uber
Date: Monday, July 09, 2012 7:54:21 PM

DC Council members,

I am current resident of Ward 6 in Washington, DC, but I am writing to all of you today on the eve of what we hope will not be a crushing blow to many here that call DC their homes.

As many of you are aware, Uber is a new service that was recently offered in the DC area to much fanfare among its residents. For many years we have all been the subject of very poor cab service. Poor in many ways. As it relates to other major cities, like NYC and Chicago where residents enjoy much more standard and better cab experiences, DC has been forced to deal with an array of mish-mosh cab services who offer nothing more than poor cabs, poor service, generally a very poor experience. This is not to mention the cab drivers blatant ability to discriminate where they will deliver a fare and more importantly who they will pick up based solely on looks. I think many of you would agree, its appalling at best.

As DC has grown and begun to flourish in recent years, a new generation of residents have embraced the city with hopes of flourishing along with it. They have brought with them a new class of creativity, technological savvy, and entrepreneurship. Many of us welcomed Uber because it encompassed a technological spirit and values that many of our generation seeks to embrace. It sought to improve the lives of residents by offering a service that enabled us to have a choice and bring much needed competition into a stagnant marketplace.

Competition is a good thing, it lifts the standards and forces sub performing entities to improve or be left behind. It is capitalism at its best.

From the beginning, the DC government, led by Ron Linton and the Taxicab Commission have sought to enforce antiquated rules/laws in order to keep Uber out of DC and allow the voice of disgruntled taxi drivers to try to eclipse the voice of the consumers. We did not let it happen.

However, it seems as though the issue has snuck in and reared its ugly head in the Taxi commission and Mr. Linton is attempting to have a amendment voted on by you tomorrow that would in essence stifle competition in the marketplace and give an unfair advantage to a taxi system that is morally corrupt.

Mayor Gray and many of yourselves have worked hard to make DC a great technology hub and foster entrepreneurship right here in the city. We have had great companies born out of local partnerships and hard work, LivingSocial and HelloWallet to name but two. Do not let that work go to waste. Allow DC to shine as an example of a place where great things can and do happen. A place that supports technology, innovation, and more importantly a level playing field for all to participate in.

Some of you were arrested recently while protesting for DC statehood. If we all are fighting for a state where our votes are heard and counted, then dont let our voices

be stifled. Let us choose our course as you want DC to be able to choose. Some will choose cabs, some will choose Uber, but at least we will have a choice.

Pleas vote NO on the Uber Amendment

Jimmy Gardner
Ward 6 Resident

From: [Dr.Eugene Giannini](#)
To: [Brown, Michael \(Council\)](#)
Subject: Dc Uber amendment
Date: Tuesday, July 10, 2012 1:40:22 PM

I am writing as a DC resident , small business owner and employer to ask for your support of the recent Evans/ Wells Uber Amendment before the City Council.

Eugene T. Giannini DDS

Washington, DC 20016 USA

From: [Jonathan Morley](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Cc: [REDACTED]
Subject: DC Uber Vote Yes!
Date: Monday, July 09, 2012 5:04:07 PM

Hello,

I depend on city transportation for work and personal reasons. I have lived in Boston, Dallas, Hartford, and South Florida. Now a permanent resident of DC I am literally baffled how bad the cabs are in our nation's capital. They are often broken, smell awful, and the operators are very unprofessional often denying fares and cursing customers.

I am an avid user of Uber's town car service and avoid DC cabs at all cost. When I heard about their new UberX product I was very excited. Please vote YES to approve this service. Just this week I forgot a personal belonging in an Uber cab and the driver took it upon himself to deliver it back to me. It was a \$250 dollar item. Uber is simply awesome.

We live in a capitalist economy. Uber is better than the DC cab alternative. Its simple economics. Give the people what they want!

Regards,
Jon

--

Jon Morley
[REDACTED]

From: [Will Sommer](#)
To: [Smith, Nyasha \(Council\)](#)
Subject: DC-FOIA Request: Uber Emails
Date: Tuesday, July 10, 2012 11:18:23 AM

Hi Nyasha,

Pursuant to the federal Freedom of Information Act, 5 U.S.C. § 552, I request access to and copies of all emails sent to Council offices on July 9 and 10 containing the word "uber".

I would like to receive the information in the following format: electronic.

Through this request, I am gathering information on the public's response to CM Mary Cheh's sedan amendment. This information is being sought on behalf of Washington City Paper for dissemination to the general public. .

Please waive any applicable fees. Release of the information is in the public interest because it will contribute significantly to public understanding of government operations and activities regarding taxicab regulations.

If my request is denied in whole or part, I ask that you justify all deletions by reference to specific exemptions of the act. I will also expect you to release all segregable portions of otherwise exempt material. I, of course, reserve the right to appeal your decision to withhold any information or to deny a waiver of fees.

Thanks for your help,

Sincerely,

Will Sommer

--

Will Sommer

[REDACTED]
2390 Champlain St Nw
Washington DC 20009

Office: [REDACTED]

Cell: [REDACTED]

Staff Writer, Washington City Paper's [City Desk](#)

From: [DCist](#)
To: [Werner, Ruth \(COUNCIL\)](#)
Subject: DCist Daily: Morning Roundup: Neptunian Rage Edition
Date: Tuesday, July 10, 2012 5:03:07 PM

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Carnivores can wolf down the eight-pound Strasburger while watching the Washington Nationals play, but what's left for vegetarians? Quite a few options, it seems.... [\[MORE \]](#)

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At a breakfast meeting with her colleagues today, Councilmember Mary Cheh (D-Ward 3) reversed her plans to introduce an amendment that would effectively bring the upscale livery service Uber into compliance with D.C. regulations.... [\[MORE \]](#)

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Club Owner Apologizes for Security Guard's Behavior During Robyn Show



Will Eastman, a DJ and a co-owner of U Street Music Hall, apologized yesterday to his club's patrons for the action taken by a security guard during a set last weekend by the Swedish pop star Robyn.... [\[MORE \]](#)

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One D.C. legislator is proposing a bill that would make it easier to start burying power lines across the city.... [\[MORE \]](#)

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Mayor Vince Gray today signed a mayoral order strongly discouraging city employees from using private email accounts to conduct official city business.... [[MORE](#)]



Photo of the Day: July 10, 2012

Who can do the [splits while balancing a pink-tutu-wearing goat in a ring on their chin](#)? Eric at Trapeze School New York's D.C. location, that's who. If it weren't for [lovedc](#), we'd be none the wiser.... [[MORE](#)]

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From: [DCist](#)
To: [O'Brien, Linda \(COUNCIL\)](#)
Subject: DCist Daily: Morning Roundup: Neptunian Rage Edition
Date: Tuesday, July 10, 2012 5:03:06 PM

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From: [Brandon Harwick](#)
To: [Catania, David A. \(COUNCIL\)](#)
Subject: Delete the MINIMUM FARE language from the Uber Amendment
Date: Monday, July 09, 2012 5:35:10 PM

David Catania,

Please delete the minimum fare language from the Uber Amendment tomorrow. This is unfair to the competitive market. I do not own a car and use public transportation in DC regularly. I promise not to tip any taxi cab driver as long as this minimum fare language remains intact.

Thanks,

~Brandon

From: [Brandon Harwick](#)
To: [Wells, Thomas \(COUNCIL\)](#)
Subject: Delete the MINIMUM FARE language from the Uber Amendment
Date: Monday, July 09, 2012 5:31:51 PM

Tommy Wells,

Please delete the minimum fare language from the Uber Amendment tomorrow. This is unfair to the competitive market. I do not own a car and use public transportation in DC regularly. I promise not to tip any taxi cab driver as long as this minimum fare language remains intact.

Thanks,

~Brandon

From: [Brandon Harwick](#)
To: [Brown, Michael \(Council\)](#)
Subject: Delete the MINIMUM FARE language from the Uber Amendment
Date: Monday, July 09, 2012 5:26:02 PM

Michael Brown,

Please delete the minimum fare language from the Uber Amendment tomorrow. This is unfair to the competitive market. I do not own a car and use public transportation in DC regularly. I promise not to tip any taxi cab driver as long as this minimum fare language remains intact.

Thanks,

~Brandon

From: [Andrew Garcia](#)
To: [Brown, Michael \(Council\)](#)
Subject: Disappointing Uber Face vote
Date: Tuesday, July 10, 2012 2:32:45 PM

Mr. Brown,

As a Logan's Circle DC Resident, and happy Uber customer, I'm struggling to understand the Council's interference in this private businesses' operation; forcing customers to pay a higher price for a service, interfering with fair competition is mind boggling.

I'd like to encourage you and fellow council members to not pass a minimum price floor on Uber and support the amendment put forth by Evans/Wells.

Sincerely,

John Andrew Garcia



Washington, D.C. 20005

From: [Joe Rosenberg](#)
To: [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#)
Subject: Re: Displeasure with "Uber" Amendment
Date: Tuesday, July 10, 2012 11:21:45 AM

Hello All,
As an update to my email yesterday evening, I have only heard back from Councilman Evan's office.

His office let me know that he's introducing an amendment that would not set price floors for private sedan services such as Uber. Kudos Councilman Evans! I encourage you all to support this amendment.

Sincerely,
Joseph Rosenberg

On Mon, Jul 9, 2012 at 8:12 PM, Joe Rosenberg <[REDACTED]> wrote:

To Whom It May Concern:

I'm writing to express my disgust at the [news I read today](#) regarding your council's amendment that--if I read correctly--would enact price floors on private sedan services.

Rather than go into a tirade about why this upsets me, just suffice it to say that I travel to DC (and NYC) on business quite frequently, and one of the biggest points of frustration with DC is always the taxis. For the government to enact barriers to viable competitors entering the market is pathetic.

And don't try to tell me that this is to keep passengers safe or anything like that. Thousands of passengers (including myself) use Uber in San Francisco every week, and it is perfectly safe and a great service.

I'm glad you're finally going to require taxis to take credit cards, but to make it difficult for Uber and other competitors to operate competitively is disgusting. Just disgusting.

Let the passengers choose who they want to give their money to.

Shame on you, DC City Council.

Sincerely,
Joseph Rosenberg

--

Joe Rosenberg | Google AdWords, Large Customer Services--MultiChannel Solutions

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Subject: Displeasure with "Uber" Amendment
Date: Monday, July 09, 2012 11:13:25 PM

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From: [City Paper](#)
To: [Stogner, Kevin \(Council\)](#)
Subject: District Line Daily: Campaign Investigation Continues
Date: Tuesday, July 10, 2012 10:59:10 AM

District Line Daily: District Line Daily: Campaign Investigation Continues



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Subject: District Line Daily: Campaign Investigation Continues
Date: Tuesday, July 10, 2012 10:59:08 AM

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Subject: District Line Daily: Campaign Investigation Continues
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Subject: District Line Daily: Campaign Investigation Continues
Date: Tuesday, July 10, 2012 10:59:04 AM

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Photo of the Day: [Man Smoking](#).

LINKDUMP BELOW!



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[REDACTED]

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From: [City Paper](#)
To: [Smith, Nyasha \(Council\)](#)
Subject: District Line Daily: Campaign Investigation Continues
Date: Tuesday, July 10, 2012 10:58:57 AM

District Line Daily: District Line Daily: Campaign Investigation Continues



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From: [Michael McCarthy](#)
To: [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)
Subject: Do not destroy Uber!
Date: Monday, July 09, 2012 5:08:58 PM

As a resident of Washington, DC that no longer owns a vehicle I rely on public transportation and driving services such as Uber and taxi cabs to get around the District. Uber--the way it stands now--is a reliable, efficient and consistent alternative to taxi cab service. It would be a disservice to District residents if you attach the proposed amendment to the taxi modernization bill that would essentially kill Uber. Please do not cave to the clout and power of the DC taxi cab industry. Do what is right by your constituents and allow competition to promote a superior service.

Thank you for your consideration.

Sincerely,

Michael McCarthy

[REDACTED]

Washington, DC 20001

From: [Matt Slocum](#)
To: [Brown, Michael \(Council\)](#)
Subject: Do not enact minimum fare law
Date: Monday, July 09, 2012 5:42:38 PM

Hi-

I was contacted by Uber cab about the law you are planning to enact to prevent Uber cab from lowering rates.

I am extremely unhappy about this. Please make it stop!

Thanks,
Matt

~~~~~

Matthew H. Slocum  
Mobile: [REDACTED]  
Sent from my iPhone

**From:** [Brian Nelson-Palmer \(BNP\)](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Do NOT PASS THE UBER AMENDMENT!  
**Date:** Monday, July 09, 2012 5:23:56 PM

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## DO NOT PASS THE UBER AMENDMENT!!

I'm an angry constituent. Uber has revolutionized the way to gain transportation for hire, and I am utterly disgusted with the DC Cab situation.

DC Cabs don't follow the regulations, and have hindered the DC Council's best efforts at improving the experience. Uber's service forces them to improve through competition, and the taxi industry is driven entirely on profits, let's be realistic! The council has been unable to really improve the DC Cab experience despite it's best efforts!! I look at this as an amendment to which helps a designated few rich taxi lobbyist and NOT an amendment that would IN ANY WAY be in the best efforts of the DC citizens and the general public.

On behalf of the residents of DC, DO NOT PASS THIS AMENDMENT. I work in government contracting, which emphasizes the increase in competition in order to get the best value. This is a direct violation of that movement. Don't hinder our right to CHOOSE!! Competition is the government WAY!

DC resident  
Brian Palmer

**From:** [Thomas Millar](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Do Not Prevent Uber From Delivering a Needed and Wanted Service Tomorrow  
**Date:** Monday, July 09, 2012 5:29:30 PM

---

I urge you to reject the amendment discussed below to the taxi modernization bill and allow Uber to deliver a needed and wanted service in the District. I will be watching this vote closely and directing campaign contributions accordingly.

Best,  
Tom Millar

----- Forwarded message -----

**From:** Travis, Uber CEO <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 4:40 PM  
**Subject:** Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**To:** Thomas Millar <[REDACTED]>

## Un-Independence

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the [Uber Amendment](#).

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), [\(202\) \[REDACTED\]](#) [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), [\(202\) \[REDACTED\]](#) [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, [\(202\) \[REDACTED\]](#) [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, [\(202\) \[REDACTED\]](#) [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, [\(202\) \[REDACTED\]](#) [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, [\(202\) \[REDACTED\]](#) [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, [\(202\) \[REDACTED\]](#) [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, [\(202\) \[REDACTED\]](#) [REDACTED] [@marionbarryjr](#)
  
- **David Catania**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



San Francisco, CA 94105

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**From:** [Seth](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** do not support the uber amendment  
**Date:** Monday, July 09, 2012 6:38:59 PM

---

I am a long time DC resident -- please do not support the Uber amendment - I use the service throughout the country and it is a great option. I also take a lot of cabs. When I met with you prior to your election you talked about business in the District. Killing competition with legislation is not the way to move forward in the District.

Regards

Seth Kirshenberg

**From:** [Tobias Beckwith](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Do the right thing  
**Date:** Tuesday, July 10, 2012 11:30:44 AM

---

Please do yourself and your constituency a favor: **Strike down the MINIMUM FARE language from the Uber Amendment.**

Price fixing by a monopolistic taxi industry is anti-American and unconstitutional. By voting no today, you will save your constituents money that will most certainly have to be spent when this law is brought unsuccessfully before the courts. What's more, you may well help to reduce unnecessarily inflated transportation costs for your constituents.

Tobias Beckwith

*President/ Tobias Beckwith, Inc.*

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**From:** [Kass, Jonathon \(COUNCIL\)](#)  
**To:** [Allen, Charles \(COUNCIL\)](#)  
**Subject:** Document1  
**Date:** Tuesday, July 10, 2012 10:54:57 AM  
**Attachments:** 

---

Do you see value in something like this?



**From:** [Thomas Hofmann](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** DON'T RAISE THE RATES ON UBER  
**Date:** Monday, July 09, 2012 6:57:23 PM

---

It's frustrating to hear the DC Council is looking to price out a competitive service that is loved throughout DC! How about making the DC cabs competitive by improving their quality, timeliness, and dependability? That sounds like a more worthy cause than attempts to stifle innovation.

-Tom Hofmann

**From:** [REDACTED]  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Don't Penalize Uber  
**Date:** Tuesday, July 10, 2012 8:51:48 AM

---

Councilmember Brown:

Uber is a terrific car service. I use it in San Francisco when I'm there and I'm delighted it's come to Washington DC. For the DC Council and government to force it to charge such high fees that it cannot succeed here is a major detriment to the public.

Let Uber set its own prices and let the market work the way it should. Individuals should decide whether or not they want to use Uber and that will determine whether or not it succeeds here.

Thank you.

Candyce Martin

**From:** [Andrew Loewer](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Don't Block Uber  
**Date:** Monday, July 09, 2012 9:29:23 PM

---

If you call a cab in DC and you live in a residential neighborhood it will probably never show up. It's inconvenient for everyone and disastrous for those who don't have cars or other means to get around. Uber is a good service, don't try and block them from providing service in DC.

Andrew  


Sent from my iPhone

**From:** [Kelly Campagne](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Don't Cave to the Taxi Lobby!  
**Date:** Monday, July 09, 2012 6:51:18 PM

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Mr. Wells,  
Please vote to remove the minimum fare language from the Uber Amendment. Uber is a great service and, unlike DC taxis, very reliable! We need this service in DC.

--

Kelly Campagne  
[REDACTED]  
[REDACTED]

--

Kelly Campagne  
[REDACTED]

**From:** [Kelly Campagne](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Don't Cave to the Taxi Lobby!  
**Date:** Monday, July 09, 2012 6:48:25 PM

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Mr. Brown,  
Please vote to remove the minimum fare language from the Uber Amendment. Uber is a great service and, unlike DC taxis, very reliable! We need this service in DC.

--

Kelly Campagne  
[REDACTED]  
[REDACTED]

--

Kelly Campagne  
[REDACTED]

**From:** [Michael Dean](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]  
**Subject:** Don't hinder Uber!  
**Date:** Tuesday, July 10, 2012 10:00:46 AM

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Members of the DC Council -

I am a 15 year resident of Washington, DC. Although I am a regular cab user, I am also more than frequently frustrated by their level and quality of service. I do not plan to stop using cabs; however, I have enjoyed the service that Uber provides.

I have heard that the DC City Council may be taking up a bill dealing with Uber. I would urge you to not take any action that limits Uber or its ability to compete with the DC city cabs (this includes actions that would set a floor price for the Uber service). Uber is flourishing because other people like me are also sick of the cab wait times (when called) and the fact that cabs frequently refuse to take you to parts of town from which they don't feel they will get a return fare. Maybe competition will cause cabbies and cab companies to realize they need to offer better service.

I find Uber an invaluable addition to the city's transit options. Please do NOT prevent them from competing and providing a service that is well-liked and supported.

Sincerely,  
Michael Dean

**From:** [Jon Markman](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Don't Kill Competition! Don't Kill Uber!  
**Date:** Monday, July 09, 2012 7:46:21 PM

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Dear Councilman Wells-

My name is Jon Markman and I am a constituent of yours living at 1234 4th St NW. I'm very concerned about a blatantly protectionist measure before the Council, which will limit transportation options for DC residents and visitors and protect taxis from much-needed competition, namely the Minimum Fare Amendment. It is being advanced by supporters of the taxi lobby who want to prevent a new company, Uber, from competing with them on the basis of price. This legislation is the sort of special-interest legislation that all public servants like yourself should know brings nothing but trouble.

Minimum prices are bad economic policy, it's just that simple. They discourage new entrants into the market and stagnate the industry. For all their problems, free markets have taught us that clear lesson. Price is the most effective way for businesses to compete and for consumers to benefit from that competition. Uber has already shown that it can provide high-quality service that is higher-end but nonetheless shocking price-comparable to taxi service. By allowing them to offer their new hybrid car service and compete with taxis on price, residents and visitors will benefit even more, and taxi service will have to improve to compete. It's a win-win!

You have worked hard to improve DC's transportation system with impressive results and tangible benefits for DC visitors and residents. Allowing Uber to add high-quality, reliable, hybrid-car service to its existing offerings in the District will further improve it - and it won't cost taxpayers a dime! Of all members of the City Council, you should be racing to embrace the opportunity that Uber offers, and I hope you will.

I hope that you will vote against this amendment and encourage your colleagues to do the same. DC needs Uber, and the City Council shouldn't limit Uber's ability to help the District just because taxis are afraid they can't compete.

Thank you for taking the time to read this email and for all the good work you do for this city.

Sincerely,

Jon Markman

**From:** [Alex Ashton](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Don't kill Uber X  
**Date:** Tuesday, July 10, 2012 9:41:03 AM

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Mr. Wells,

I am writing to urge you to not kill Uber X, the quality, lower cost service which would benefit residents of the city greatly.

My biggest gripe (among several) with the DC Taxi cabs is the fact that the dispatch service is completely unreliable. I have resorted to paying extra to have a taxi dispatched from a Virginia company, such as Red Top, when I need an early morning ride to National Airport because no DC taxi service can be depended on to actually show up. I've tried...the dispatchers answering the phone are rude and never convey any confidence that the request can be executed. Uber X would compliment DC Taxis' most glaring shortcoming, the lack of dependable dispatch service.


Uber X would offer a dependable, affordable option for dispatch service for those of us who are lower or middle class, and cannot exactly afford a "limo" ride at 5x the cost of a taxi.

I would view any vote for the Uber X amendment as a slap in the face of the everyday resident of DC who cannot afford limo service, and a benefit to an already corrupt taxi industry. Here we are being offered a nice alternative to something that is lacking, and the DC government is discussing taking it away, and leaving us with the taxi industry racket. Remember. Mr. Wells, the rich will always be able to afford their limos. The rest of us? Stuck with awful taxi service, if this passes.

I will not stand by and allow the DC government to further reward the corrupt taxi industry, which has only brought the desire for competition on themselves. I cannot count how many times I've had a taxi driver slam his doors and dangerously speed away when he found out I wanted a ride from U Street to Hill East. As mentioned I have had multiple experiences with a rude dispatcher and a taxi that never shows up.

If you take away something nice from people who are excited to have it, and reward something we all dislike...we won't forget this.

Thank you,  
Alex Ashton






**From:** [Kass, Jonathon \(COUNCIL\)](#)  
**To:** ["Paul Michael Brown"](#)  
**Subject:** RE: Don't Kill Uber!  
**Date:** Tuesday, July 10, 2012 10:27:42 AM

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Thanks for your email. CM Wells is a leading supporter of Uber.


At this point, I believe that all matters relating to Uber will be pulled from the bill.

Best,  
Jonathon

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JONATHON KASS  
Office of Councilmember Tommy Wells, Ward 6  
1350 Pennsylvania Ave. NW, Suite 118  
Washington, DC 20004  


CONTACT TOMMY WELLS  
Tommy's Website: [www.tommywells.org](http://www.tommywells.org)  
Follow Tommy on Twitter: [twitter.com/TommyWells](https://twitter.com/TommyWells)  
Follow Tommy on Facebook: [www.facebook.com/TommyWellsDC](https://www.facebook.com/TommyWellsDC)

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**From:** Paul Michael Brown [mailto:  
**Sent:** Tuesday, July 10, 2012 9:40 AM  
**To:** Kass, Jonathon (COUNCIL)  
**Subject:** Don't Kill Uber!

If Mr. Wells really supports a liveable walkable city, he should support the Uber on-demand car service. I urge him to *reject* any provision in the taxi legislation that would make Uber more expensive or restrict its operations. The taxi industry has done a very poor job providing service outside the central business district, and this failing is especially acute in the north and east portions of Ward Six. Uber provides a wonderful alternative and it deserves Mr. Wells' support.

Respectfully submitted,

Paul Michael Brown  


**From:** [Paul Michael Brown](#)  
**To:** [Kass, Jonathon \(COUNCIL\)](#)  
**Subject:** Don't Kill Uber!  
**Date:** Tuesday, July 10, 2012 9:39:43 AM

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If Mr. Wells really supports a liveable walkable city, he should support the Uber on-demand car service. I urge him to *reject* any provision in the taxi legislation that would make Uber more expensive or restrict its operations. The taxi industry has done a very poor job providing service outside the central business district, and this failing is especially acute in the north and east portions of Ward Six. Uber provides a wonderful alternative and it deserves Mr. Wells' support.

Respectfully submitted,

Paul Michael Brown



**From:** [Chris Stergalas](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Don't let the tax commission steer your vote  
**Date:** Monday, July 09, 2012 5:39:48 PM

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Hello Councilman,

I just wanted to write you a quick note and ask that you please vote against the Uber amendment tomorrow. The DC Taxi Commission for too long has gotten its way with whatever regulations they see fit. I have lived in DC for over two years and rarely feel safe taking a cab, for a multitude of reasons.

Competition to this industry is a good thing and should be encouraged, it will only spark better overall service for DC residents and visitors.

By limiting a company like Uber from expanding into a lower-cost option, while still maintaining their consistent quality and safety, we are allowing our city to slip backward even more.

Please do the right thing and vote in support of a quality DC transit system, and not in the favor of a single industry organization.

Thank you,

Chris Stergalas

[REDACTED]

Washington, DC 20001

--

Chris Stergalas

[REDACTED]

@cstergalas

**From:** [Lonn Waters](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Don't Make an Uber Mistake!  
**Date:** Monday, July 09, 2012 10:04:27 PM

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Councilman Catania -

I understand that tomorrow you will vote on a taxi modernization bill that includes price floors for taxicab alternatives. You should vote against the amendment that includes price floors.

DCs taxis are slow to arrive (if they ever bother to show up), in terrible condition (cleanliness and safety), and simply put, do not provide the service that I expect for their expense (DC cabs are not cheap)! I cannot believe that you would vote to take transportation choice out of the hands of your citizens and to protect DC crappy cab constituency.

You know what would happen if there were more viable alternatives to cabs? More people would be out frequenting more DC businesses.

If you artificially raise the rates against innovative companies like Uber you are ensuring that people like me who are fed up with DC cabs will drive themselves. This contributes to traffic, parking, and pollution.

Let free market competition improve all of the transportation offerings in DC. Cabs are not going away. But a little competition might improve their timeliness, their appearance, and, frankly, operating safety.

If you vote against Uber, I will no longer support you in future elections.

Thank you for your time.

-L.A. Waters (20008)

**From:** [Lonn Waters](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Don't Make an Uber Mistake!  
**Date:** Monday, July 09, 2012 9:59:49 PM

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Councilman Brown,

I understand that tomorrow you will vote on a taxi modernization bill that includes price floors for taxicab alternatives. You should vote against the amendment that includes price floors.

DCs taxis are slow to arrive (if they ever bother to show up), in terrible condition (cleanliness and safety), and simply put, do not provide the service that I expect for their expense (DC cabs are not cheap)! I cannot believe that you would vote to take transportation choice out of the hands of your citizens and to protect DC crappy cab constituency.

You know what would happen if there were more viable alternatives to cabs? More people would be out frequenting more DC businesses.

If you artificially raise the rates against innovative companies like Uber you are ensuring that people like me who are fed up with DC cabs will drive themselves. This contributes to traffic, parking, and pollution.

Let free market competition improve all of the transportation offerings in DC. Cabs are not going away. But a little competition might improve their timeliness, their appearance, and, frankly, operating safety.

If you vote against Uber, I will no longer support you in future elections.

Thank you for you time.

-L.A. Waters (20008)

**From:** [Ben Marter](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Don't make DC taxis an even bigger joke -- STRIKE DOWN the minimum fare language in the Uber amendment  
**Date:** Monday, July 09, 2012 5:49:34 PM

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Guys,

As an active Democrat and a voting citizen of DC, I urge you to vote down the language requiring a minimum fare charge.

The taxis in this city are already embarrassingly bad. People who visit are always shocked at how unreliable and expensive cabs are, and it's getting way, way worse.

But good news: you can do something about it!

Instead of penalizing a private company for trying to create a more quality service, we should be encouraging competition in the industry. Why? Because the winners will be cab customers -- your constituents.

Please do everything you can to strike down the minimum fare language in the Uber amendment tomorrow.

Don't make me move to Virginia. I like living in the city, but our local government is making it awfully tough.

Sincerely,

Ben Marter  
Adams Morgan

**From:** [David Menda](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Dont Pass the Uber Amendment  
**Date:** Monday, July 09, 2012 5:21:19 PM

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Dear Intern reading this email,

Please tell my congressman not to pass the Uber Amendment tomorrow requiring a minimum fare for Uber rides and prohibiting a lower priced hybrid alternative...talk about socialism.

Uber is a much-needed alternative to the taxi service in DC, which is unreliable, over-priced, unprofessional, and smelly. Uber has a right to operate its superior car service at competitive rates -- please do not take that right away.

Thanks,  
David  
DC Ward 2 Resident

**From:** [Andrew Wheeler](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Cc:** [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#)  
**Subject:** Don't pass the Uber amendments  
**Date:** Tuesday, July 10, 2012 9:52:49 AM

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Just this morning I found out about the council's attempt to pass an amendment to the city's taxicab modernization act that will, in effect, limit Uber's attempts to offer a greener, less expensive transit option in the District.

While I understand the need to protect the city's taxi cabs, we should also be promoting and fostering other viable options. Why should we artificially inflate the prices of transportation options? In a down economy and when other forms of transit like WMATA are fighting budget issues and are \*forced\* to raise prices, you are artificially fixing higher prices for a more convenient option.

Also, I believe Uber offers a safer option for users as they can call cars from their mobile phones, track their location, and be picked up without venturing onto the streets at night to find a taxi, or waiting on the streets for a taxi to arrive.

This kind of service will help keep the taxi cabs in this city more competitive. We still don't have credit card machines in our cabs (which I know is being addressed by the modernization act), but we need innovative new products and services to drive competition and improvements to the existing services. By reducing competition and mucking with free market economics you are stifling competition and innovation, reducing options for the DC residents, and eliminating a more environmentally friendly hybrid option for our city.

Please think twice before voting on this issue, and please don't pass the amendment that will curb Uber's ability to offer a unique service in the city.

Thanks,

Andrew Wheeler

[REDACTED]

Washington, DC 20010



**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Don't Penalize Uber  
**Date:** Tuesday, July 10, 2012 8:56:44 AM

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Councilmember Catania,

Uber is a terrific car service. I use it in San Francisco when I'm there and I'm delighted it's come to Washington DC. For the DC Council and government to force it to charge such high fees that it cannot succeed here is a major detriment to the public.

Let Uber set its own prices and let the market work the way it should. Individuals should decide whether or not they want to use Uber and that will determine whether or not it succeeds here.

Thank you.

Candyce Martin

**From:** [REDACTED]  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Don't Penalize Uber  
**Date:** Tuesday, July 10, 2012 8:55:32 AM

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Copuncilmember Wells,

Uber is a terrific car service. I use it in San Francisco when I'm there and I'm delighted it's come to Washington DC. For the DC Council and government to force it to charge such high fees that it cannot succeed here is a major detriment to the public.

Let Uber set its own prices and let the market work the way it should. Individuals should decide whether or not they want to use Uber and that will determine whether or not it succeeds here.

Thank you.

Candyce Martin

**From:** [Irene Lindner](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** don't penalize uber!  
**Date:** Monday, July 09, 2012 7:48:29 PM

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**From:** [Erik Richard](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [REDACTED]  
**Subject:** Don't Punish Uber  
**Date:** Monday, July 09, 2012 5:12:30 PM  
**Importance:** High

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Dear Councilmember,

As a frequent traveler to DC I must write to request that you not enact legislation that would prevent Uber from remaining a cost effective transportation option in your city. During my most recent visit two weeks ago I used both Uber and local taxi's for transportation. On two occasions the taxi's either refused to turn on air conditioning or claimed it did not work, which in my suit was a real concern. Additionally, on three occasions the taxi's claimed their credit card machines did not work which forced me to exit the taxi on two occasions and on another occasion I had the taxi stop at an ATM during which time I had to pay wait fees. Finally, one of the taxis I took was so dirty I needed to change my suit at my hotel before going to my next meeting.

I do not have these problems with my Uber services and without Uber as a transportation option I will honestly need to reduce the number of visits I make to DC. Reliable, clean and cost effective transportation must be offered in DC and Uber does provide that. Uber's limited competition with the taxi market should simply encourage taxi owner to provide cleaner and more reliable service. That would be a benefit to the entire city.

Thank you for your time and consideration,

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|                                                                                        |                                                                                     |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <b>ERIK RICHARD</b><br>CEO                                                             |  |
| <b>LANDMARK NETWORK, INC.</b><br>4312 Woodman Ave, Suite 202<br>Sherman Oaks, CA 91423 |                                                                                     |
| D: [REDACTED]<br>T: [REDACTED] x704<br>F: [REDACTED]                                   |                                                                                     |
| <a href="http://www.landmarknetwork.com">www.landmarknetwork.com</a>                   |                                                                                     |

**From:** [Cory D. Randolph](#)  
**To:** [Brown, Michael \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#)  
**Subject:** Don't Regulate Uber  
**Date:** Monday, July 09, 2012 9:47:25 PM

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Strike down the MINIMUM FARE language from the Uber Amendment!

Cory D. Randolph  
Founder & CEO  
Walking Franchise  
"Without us, there is no Franchise!"

[www.walkingfranchise.com](http://www.walkingfranchise.com)

**From:** [Clifford Hopkins](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Cc:** [Stephen Callcott](#); [beth hauston](#)  
**Subject:** Don't throttle Uber -- give consumers in DC choice  
**Date:** Monday, July 09, 2012 7:43:27 PM

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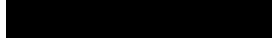
I urge you to strike down the MINIMUM FARE language from the Uber Amendment. I love Uber and the service Uber provides. Cab service in DC is appalling. We need an alternative, and I urge the DC Council \*not\* to interfere with Uber and limit consumer choice.

Therefore, I do not want the Council to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare.

Please let me know where you stand on this topic.

Best regards,

Clifford Hopkins & Stephen Callcott



Washington, DC 20009

**From:** [Brian Fruchey](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [REDACTED]; [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Don't Vote for the Taxi Cab Industry!  
**Date:** Monday, July 09, 2012 6:01:55 PM

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"As with all things DC, corruption masquerades as regulations and crushes capitalism with district residents worse off." - Hopefully not the headline in the WashingtonPost on Wednesday.

Uber is great and should be embraced. A service that does the following:

- 1) Picks you up when you want to be picked up! (even from neighborhoods that are considered undesirable)
- 2) Drives you to the place you want to go! (Even if it is an airport, Capitol Hill, or Virginia - without having a screaming battle on 'laws' and 'rights')
- 3) Accepts a convenient form of payment! (Seriously. No credit cards in taxis? Cambodia is the only other country in the world that I have seen no credit card machines.)
- 4) Picks you up without regard to your skin tone! (How many black men in our city have been driven by because taxi drivers racially profile them?)

Thus, by following through on the legislation below you are, in effect, institutionalizing a corrupt and discriminatory industry.

Please do what is right for the citizens of DC. Taxi cabs will be better with competition. Everything gets better with competition. Uber is good competition.

Warm regards,  
Brian

## **STRIKE 8C – Remove sedan minimums.**

### Part B. — Uber Amendments

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase “public vehicle-for-hire ride” and insert the phrase “taxicab ride” in its place.

#### Explanation and Rationale

- This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase “The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to” and insert the phrase “On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to” in its place.

#### Explanation and Rationale

- This section would require the Commission to issue rules regarding sedans within 1 year.
- Currently, the bill permits the Commission to issue regulations but the Commission is not

required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

“(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

“(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

“(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

“(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

“(1) The business provides an estimated fare to the customer when a sedan is booked;

“(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;

“(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

“(4) The sedans operating this service are licensed and comply with the requirements of this section.”.

#### Explanation and Rationale

- This section would clarify how sedan services operate.
- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.
- These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.
- This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.



**From:** [WRD Carty](#)  
**Subject:** Don't vote to artificially raise transportation prices!!  
**Date:** Monday, July 09, 2012 5:47:46 PM

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**PLEASE don't vote to artificially raise transportation prices in The District tomorrow!! Strike the Uber Amendment!  
I live in D.C., I pay taxes and I vote!**

## **STRIKE 8(c) – Remove sedan minimums.**

### Part B. — Uber Amendments

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase “public vehicle-for-hire ride” and insert the phrase “taxicab ride” in its place.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase “The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to” and insert the phrase “On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to” in its place.

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“(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

“(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

“(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

“(1) The business provides an estimated fare to the customer when a sedan is booked;

“(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;

“(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

“(4) The sedans operating this service are licensed and comply with the requirements of this section.”.

--

wrdc

**From:** [Budoff, Jennifer \(Council\)](#)  
**To:** [Zvenyach, Vladlen David \(Council\)](#)  
**Subject:** FW: Draft of Possible Amendments to Taxi Cab Legislation  
**Date:** Tuesday, July 10, 2012 3:31:57 PM  
**Attachments:** [REDACTED]

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**From:** Johnson, Peter F. (Council)  
**Sent:** Monday, July 09, 2012 4:21 PM  
**To:** Budoff, Jennifer (Council); Dee, Michelle (Council); Joyner, Angela (Council)  
**Subject:** Draft of Possible Amendments to Taxi Cab Legislation

Hi All,

Please find attached the list of amendments we discussed earlier this afternoon. Thanks again for all your help.

Peter F. Johnson  
Legislative Director  
Councilmember Vincent B. Orange, Sr.  
Committee on Small and Local Business Development  
Tel.: (202) [REDACTED]  
Fax: (202) [REDACTED]  
[REDACTED]

**From:** [Dee, Michelle \(Council\)](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** FW: Draft of Possible Amendments to Taxi Cab Legislation  
**Date:** Tuesday, July 10, 2012 12:25:46 PM  
**Attachments:** [REDACTED]

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**From:** Johnson, Peter F. (Council)  
**Sent:** Monday, July 09, 2012 4:21 PM  
**To:** Budoff, Jennifer (Council); Dee, Michelle (Council); Joyner, Angela (Council)  
**Subject:** Draft of Possible Amendments to Taxi Cab Legislation

Hi All,

Please find attached the list of amendments we discussed earlier this afternoon. Thanks again for all your help.

Peter F. Johnson  
Legislative Director  
Councilmember Vincent B. Orange, Sr.  
Committee on Small and Local Business Development  
Tel.: (202) [REDACTED]  
Fax: (202) [REDACTED]  
[REDACTED]

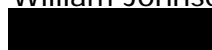
**From:** [William Johnson](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Drop the Uber Amendment  
**Date:** Monday, July 09, 2012 5:43:55 PM

---

As a D.C. citizen who frequently uses both taxi cabs and Uber (among many other transportation options), I'm writing to strongly discourage you from enacting legislation that would shield taxi cabs from more effective competition from Uber, including from lower priced service options. Increased competition will not only save money for consumers, but also will force the taxi companies to really focused on better serving passengers. That is the what competition is all about. I've had consistently good experience with Uber thus far, and I know of no reason to make it more difficult for them to compete or offer innovative new choices for me and my fellow citizens of D.C. At a minimum, any legislation that would set a price floor for services or cut off potential new choices should be subject to additional time for public scrutiny and debate.

Please act in the interest of D.C. citizens and residents -- not that of the entrenched taxi lobby or bureacracy.

Sincerely,  
William Johnson

  
Washington, DC 20002  
(Ward 6)

**From:** [Moir, Thomas \(COUNCIL\)](#)  
**To:** [Kirrane, Brian \(OCFO\)](#); [Dee, Michelle \(Council\)](#); [Budoff, Jennifer \(Council\)](#)  
**Cc:** [Yilmaz, Yesim \(OCFO\)](#)  
**Subject:** RE: Evans Taxicab bill amendment - help!  
**Date:** Tuesday, July 10, 2012 1:05:35 PM

---

Thanks!

---

**From:** Kirrane, Brian (OCFO) [mailto: [REDACTED]]  
**Sent:** Tuesday, July 10, 2012 1:05 PM  
**To:** Moir, Thomas (COUNCIL); Dee, Michelle (Council); Budoff, Jennifer (Council)  
**Cc:** Yilmaz, Yesim (OCFO)  
**Subject:** RE: Evans Taxicab bill amendment - help!

That is correct. Uber was not part of the surcharge calculation and the additional oversight of sedans did not directly impact any of the cost elements.

Brian

**Brian Kirrane**  
**Office of Revenue Analysis**  
[REDACTED] (office)  
[REDACTED] (mobile)

---

**From:** Moir, Thomas (COUNCIL) [mailto: [REDACTED]]  
**Sent:** Tuesday, July 10, 2012 1:00 PM  
**To:** Dee, Michelle (Council); Budoff, Jennifer (Council); Kirrane, Brian (OCFO)  
**Subject:** Evans Taxicab bill amendment - help!  
**Importance:** High

CM Evans just gave us an amendment that would basically exempt Uber from regulation by the DCTC, including the fares charged. I'm writing the FIS, but I'm not as familiar as you guys with the background of the underlying legislation.

Is it safe to say that there is no cost to this amendment because Uber was never included in the fiscal impact calculation?

Thanks,  
Tom

---

**Thomas I. Moir**  
Budget Counsel  
Office of the Budget Director  
Council of the District of Columbia

[REDACTED] (direct)  
(202) [REDACTED] (office)  
(202) [REDACTED] (fax)  
[REDACTED]



Please consider the environment before printing this email.

**From:** [Kirrane, Brian \(OCFO\)](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#); [Dee, Michelle \(Council\)](#); [Budoff, Jennifer \(Council\)](#)  
**Cc:** [Yilmaz, Yesim \(OCFO\)](#)  
**Subject:** RE: Evans Taxicab bill amendment - help!  
**Date:** Tuesday, July 10, 2012 1:05:24 PM

---

That is correct. Uber was not part of the surcharge calculation and the additional oversight of sedans did not directly impact any of the cost elements.

Brian

**Brian Kirrane**  
**Office of Revenue Analysis**  
[REDACTED] (office)  
[REDACTED] (mobile)

---

**From:** Moir, Thomas (COUNCIL) [mailto:[REDACTED]]  
**Sent:** Tuesday, July 10, 2012 1:00 PM  
**To:** Dee, Michelle (Council); Budoff, Jennifer (Council); Kirrane, Brian (OCFO)  
**Subject:** Evans Taxicab bill amendment - help!  
**Importance:** High

CM Evans just gave us an amendment that would basically exempt Uber from regulation by the DCTC, including the fares charged. I'm writing the FIS, but I'm not as familiar as you guys with the background of the underlying legislation.

Is it safe to say that there is no cost to this amendment because Uber was never included in the fiscal impact calculation?

Thanks,  
Tom

---

**Thomas I. Moir**  
Budget Counsel  
Office of the Budget Director  
Council of the District of Columbia  
[REDACTED] (direct)  
[REDACTED] (202) (office)  
[REDACTED] (202) (fax)  
[REDACTED]

---

 Please consider the environment before printing this email.



**From:** [Moir, Thomas \(COUNCIL\)](#)  
**To:** [Dee, Michelle \(Council\)](#); [Budoff, Jennifer \(Council\)](#); [Kirrane, Brian \(OCFO\)](#)  
**Subject:** Evans Taxicab bill amendment - help!  
**Date:** Tuesday, July 10, 2012 1:00:10 PM  
**Importance:** High

---

CM Evans just gave us an amendment that would basically exempt Uber from regulation by the DCTC, including the fares charged. I'm writing the FIS, but I'm not as familiar as you guys with the background of the underlying legislation.

Is it safe to say that there is no cost to this amendment because Uber was never included in the fiscal impact calculation?

Thanks,  
Tom

---

**Thomas I. Moir**  
Budget Counsel  
Office of the Budget Director  
Council of the District of Columbia

 (direct)  
(202) (office)  
(202) (fax)  


---

 Please consider the environment before printing this email.

**From:** [Katie Vlietstra](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Evans/Wells Amendment  
**Date:** Tuesday, July 10, 2012 11:03:04 AM

---

Good Morning-

I am delighted to hear that Councilmembers Evans and Wells have introduced an amendment striking the language that unfairly targets Uber. I certainly hope that this amendment receives the full support of the Council.

Best Wishes,  
Katie

On Jul 9, 2012, at 4:58 PM, Katie Vlietstra <[REDACTED]> wrote:

> Good Afternoon-  
>  
> I am disappointed to read the proposed "Uber Amendment" that the City Council will be reviewing tomorrow, I believe it is unfair to Uber and so clearly biased that it begs the question as to why the City Council would ever entertain such an amendment.  
>  
> My experience with Uber has been nothing less than exceptional, while my taxi experiences range from exceptional to horrific (and incredibly dangerous); not only have I been refused service on multiple occasions, but more often the taxis that do service my requests have maintenance lights on, drivers who blatantly disregard basic traffic laws, and are rude.  
>  
> I strongly urge you to vote against the Uber amendment and work to strengthen the many modes of transportation your citizens use, instead of unfairly punishing those that are providing a worthy service to this City and its citizens.  
>  
> Regards,  
> Katie Vlietstra  
> [REDACTED]  
> Washington, DC 20003

**From:** [Clint Davis](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [\[REDACTED\] McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Wells, Thomas \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:23:52 PM

---

Please support the newly introduced Evans/Wells Uber Amendment. There should \*not\* be a minimum fare for Uber and sedan drivers. Having one would provide an unfair advantage to DC taxis which are one of our glaring National Capital embarrassments. Fix them and don't hinder quality alternatives.

Thank you,

Clint Davis

[REDACTED]

Washington, DC 20024

[REDACTED]

**From:** [Helen Mathews](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:26:22 AM

---

Dear DC Council Members:

As a new homeowner in Georgetown for the last year, moving from the Penn Quarter area, I have been incredibly frustrated with the inability to call a District taxi company for a pick-up (all of the myriad of cabs have phone numbers but in essence they are not working or unable or unwilling to take calls for a pick up). When I fly out of Reagan National Airport, I call Arlington Red Top cab, since they have the ability to take calls and reservations. And then Uber arrived, an innovative private sector solution to those of us who do not live downtown. I urge you to support this company and others like it.

Sincerely,  
Helen Mathews

**From:** [Rhys McCaig](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:13:37 AM

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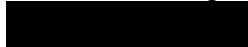
Dear Council Member Catania,

I am writing to urge you to **support** the Evans/Wells Uber Amendment. I recently moved to Washington and have since become a regular user of both taxis and Uber sedans. I would be disappointed to see the council vote against the interest of Washington DC citizens and discouraging innovative ways of improving the travel experience by voting to lock out companies like Uber from competing with the traditional taxi business. By encouraging startups such as Uber to co-exist in the city, it will help to improve transportation options to everyone.

Please feel free to email or call me at my number below if you wish to discuss my views on this matter further.

Regards,

Rhys McCaig  
IBB Consulting Group

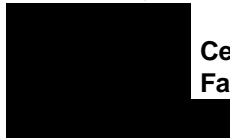


**From:** [Laura Arth](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:13:13 AM

---

Good morning! As a regional small business owner, I strongly urge you to support the Evans/Wells Uber Amendment. They provide a safe and reliable service to the business and tourism community. Thank you.

**Laura Arth**  
**Arth Capital Consulting, LLC**  
**121 South Alfred Street, Suite 4**  
**Alexandria, VA 22314**



Cell  
Fax

[www.arthcc.com](http://www.arthcc.com)

**From:** [Rhys McCaig](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:11:59 AM

---

Dear Council Member Brown,

I am writing to urge you to support the Evans/Wells Uber Amendment. I recently moved to Washington and have since become a regular user of both taxis and Uber sedans. I would be disappointed to see the council vote against the interest of Washington DC citizens and discouraging innovative ways of improving the travel experience by voting to lock out companies like Uber from competing with the traditional taxi business. By encouraging startups such as Uber to co-exist in the city, it will help to improve transportation options to everyone.

Please feel free to email or call me at my number below if you wish to discuss my views on this matter further.

Regards,

Rhys McCaig  
IBB Consulting Group



**From:** [Kristene Blake](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:44:05 AM

---

Mr. Wells,

I understand you and Mr. Evans are sponsoring an amendment to strike down the minimum fare language. I just wanted to thank you for putting this together. Living on Capitol Hill, it is very difficult to get a cab and when I call, I receive poor service and they often do not show up, especially on busy evenings. Uber has kept me safe, as they are very reliable and affordable.

Thank you for helping with this great cause.

Best,

Kristene Blake

[REDACTED]

Washington, DC 20002



**From:** [hunter bridges](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Evans/Wells Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:35:42 AM

---

I am writing to voice my support for the Evans Wells Amendment that would invalidate the minimum fare language. Uber is a quality/ competitively priced/ and reliable service. What possible reason could there be for forcing residents to pay more for such a service outside of protectionism? Kinda stinks of cronyism. Please do what is in the best interest of your constituents.

Thanks  
Hunter

--

Hunter Bridges  
American University - Washington College of Law  
J.D. Candidate - 2012

**From:** [Jennifer Bayat](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Exclude minimum fare language in Uber amendment  
**Date:** Tuesday, July 10, 2012 7:44:12 AM

---

I am writing to ask that you consider excluding the minimum fare language from the Uber amendment. As someone who frequently uses public transit, I have been delighted at having an alternative to taxi services particularly when traveling alone at night. I believe that we should encourage a competitive marketplace so that consumers have options and companies are encouraged to provide a high level of service. Currently, many taxi drivers are not incented to provide reliable service - I have had drivers refuse to take me to my destination, complain about my requested destination for the duration of the drive and tell me they were busy with another fare (even though they stopped) because they didn't want to take me where I needed to go. I am a big user of taxis and will continue to do so, but do fully believe we need other alternatives to encourage competition and better service.

Sincerely,

Jennifer Bayat

Sent from my iPhone

**From:** [Charles Kirby](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Fair taxi fares!  
**Date:** Tuesday, July 10, 2012 8:32:34 AM

---

Dear Mr. Wells:

I live in Ward 6 – on 10<sup>th</sup> Street SE near Eastern Market.

I moved back home to DC several years ago after living in New York City and Boston for many years.

I quickly learned how incredibly inferior the taxi service in my home town is. Taxis in DC are unreliable and dingy and an inspiration to add yet another private automobile onto our already crowded streets.

I do not know the history of how it has come to be that the taxi industry has sunk so far below the level of service provided by the other great American cities – but it without question has.

UBER has been a breath of fresh air in our city.

Now, with the desire to put smaller, hybrid vehicles at our disposal the service can be that much better for our great city.

As my elected official - I strongly urge you to support UBER and the service it is, and can be providing to those of us who live in Ward 6.

Please contact me if you have any questions – and go Washington – have the guts to be a first class, no, world class city!

Charles

**Charles J. Kirby** AIA, LEED® AP  
Principal / Academic Planning & Design

**EYP**  
**Architecture & Engineering**  
1000 Potomac Street NW / Washington / DC 20007  
T [REDACTED] / C [REDACTED] / [evpae.com](http://evpae.com)

[Best AEC Firm to Work For](#)

**From:** [Jared Earley \(MA MAC\)](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Feedback on Uber Amendment  
**Date:** Monday, July 09, 2012 5:00:46 PM

---

Dear Representative Catania:

Hello – As a resident of Washington, DC (Ward 5) and a appreciative customer of the quality transportation service that Uber provides, it has come to my attention tomorrow's vote on the so-called "Uber Ammendment."

As I appreciate the opportunity to utilize Uber and benefit from competitive pricing and promotions across all ground transportation platforms, I am writing to respectfully urge you to **strike down the MINIMUM FARE language from the Uber Amendment.**

Please consider my concern and that of my fellow Uber DC riders as you cast your vote.

Warm regards,

**Jared Earley**

WHOLE FOODS MARKET

Mid-Atlantic Regional Marketing Team

**From:** [Omar Haleem](#)  
**To:** [REDACTED] [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Fight Uber Car Service  
**Date:** Tuesday, July 10, 2012 10:07:25 AM

---

Good morning,

I'm a dc resident and I'm aware of the issues the Taxicab Commission is having with the new car service Uber entering our city. Naturally I'm in defense of our city and feel strongly about creating a defense against Uber and would like to keep the Taxicab's alive in DC.

Given the strength of the commission I believe a phone APP should be created in a similar way that Uber operates, but for all of the cabs in DC. It would create a very strong competitive angle for the commission to keep cabs generating revenue for DC. There are far more Taxicabs on the road than Uber vehicles. In comparison to Uber this puts DC taxis at an advantage and would allow for a quicker response time and lower fares for riders.

Of course not every DC taxi driver has a smart phone to utilize this APP but there are still hundreds if not thousands with the ability to utilize it. Already your numbers are stronger than Uber. Keep Uber down while their numbers are still low because they will inevitably grow in the absence of competition.

An email was recently sent to all Uber users in regards to fighting against DC from preventing Uber to lower its cost with a hybrid car option for their users. I'm choosing to stick with DC and keep revenues in our city. If there's anything at all I can do to help please let me know! If there's any information you need about developing this APP don't hesitate to contact me.

Thank you for your time.

Omar Haleem  
[REDACTED]

**From:** [Dee, Michelle \(Council\)](#)  
**To:** [Stogner, Kevin \(Council\)](#); [Werner, Ruth \(COUNCIL\)](#)  
**Cc:** [Joyner, Angela \(Council\)](#); [Moir, Thomas \(COUNCIL\)](#); [Budoff, Jennifer \(Council\)](#)  
**Subject:** RE: FIS - Uber amendment  
**Date:** Tuesday, July 10, 2012 12:32:33 PM  
**Attachments:** [B19-630-Taxi Amendment- CM Evans #1.PDF](#)

---

Please find attached the FIS, as requested. Feel free to contact us with additional questions or concerns.

Thanks,  
Michelle

---

Michelle Dee | Budget Analyst  
Office of the Budget Director  
Council of the District of Columbia  
1350 Pennsylvania Avenue, NW, Suite 508 | Washington, DC 20004  
W [REDACTED] | F [REDACTED] [REDACTED]

---

**From:** Stogner, Kevin (Council)  
**Sent:** Tuesday, July 10, 2012 8:38 AM  
**To:** Budoff, Jennifer (Council); Moir, Thomas (COUNCIL)  
**Cc:** Werner, Ruth (COUNCIL)  
**Subject:** FIS - Uber amendment  
**Importance:** High

Sorry for the lack of notice, can we get a FIS on this amendment to CM Cheh's proposed amendment? Cheh's amendment and documents are attached in case you did not see them.

Kevin

**From:** [Stogner, Kevin \(Council\)](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Cc:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** RE: FIS - Uber amendment  
**Date:** Tuesday, July 10, 2012 9:14:15 AM

---

Ok great.

---

**From:** Moir, Thomas (COUNCIL)  
**Sent:** Tuesday, July 10, 2012 9:14 AM  
**To:** Stogner, Kevin (Council)  
**Cc:** Werner, Ruth (COUNCIL)  
**Subject:** RE: FIS - Uber amendment

Michelle is doing this one. No cost.

---

**From:** Stogner, Kevin (Council)  
**Sent:** Tuesday, July 10, 2012 8:38 AM  
**To:** Budoff, Jennifer (Council); Moir, Thomas (COUNCIL)  
**Cc:** Werner, Ruth (COUNCIL)  
**Subject:** FIS - Uber amendment  
**Importance:** High

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Kevin

**From:** [Moir, Thomas \(COUNCIL\)](#)  
**To:** [Stogner, Kevin \(Council\)](#)  
**Cc:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** RE: FIS - Uber amendment  
**Date:** Tuesday, July 10, 2012 9:13:55 AM

---

Michelle is doing this one. No cost.

---

**From:** Stogner, Kevin (Council)  
**Sent:** Tuesday, July 10, 2012 8:38 AM  
**To:** Budoff, Jennifer (Council); Moir, Thomas (COUNCIL)  
**Cc:** Werner, Ruth (COUNCIL)  
**Subject:** FIS - Uber amendment  
**Importance:** High

Sorry for the lack of notice, can we get a FIS on this amendment to CM Cheh's proposed amendment? Cheh's amendment and documents are attached in case you did not see them.

Kevin



**From:** [Budoff, Jennifer \(Council\)](#)  
**To:** [Dee, Michelle \(Council\)](#); [Joyner, Angela \(Council\)](#); [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** FW: FIS - Uber amendment  
**Date:** Tuesday, July 10, 2012 9:09:18 AM  
**Attachments:** [REDACTED]  
**Importance:** High

---

Michelle – can u write this up? Has no cost. Thanks.

Jennifer Budoff  
Budget Director  
[REDACTED]

---

**From:** Stogner, Kevin (Council)  
**Sent:** Tuesday, July 10, 2012 8:38 AM  
**To:** Budoff, Jennifer (Council); Moir, Thomas (COUNCIL)  
**Cc:** Werner, Ruth (COUNCIL)  
**Subject:** FIS - Uber amendment  
**Importance:** High

Sorry for the lack of notice, can we get a FIS on this amendment to CM Cheh's proposed amendment? Cheh's amendment and documents are attached in case you did not see them.

Kevin

**From:** [Stogner, Kevin \(Council\)](#)  
**To:** [Budoff, Jennifer \(Council\)](#); [Moir, Thomas \(COUNCIL\)](#)  
**Cc:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** FIS - Uber amendment  
**Date:** Tuesday, July 10, 2012 8:37:53 AM  
**Attachments:** [REDACTED]

**Importance:** High

---

Sorry for the lack of notice, can we get a FIS on this amendment to CM Cheh's proposed amendment? Cheh's amendment and documents are attached in case you did not see them.

Kevin

**From:** [Gary Glass](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Free Market  
**Date:** Monday, July 09, 2012 9:41:17 PM

---

Good Evening,

I am resident of Ward 6 and have lived in the city for the last two years. I have had terrible experiences with DC cab drivers, particularly the condition of the cars and the attitude of the drivers. On several occasions I have had DC cabs drivers yell at me, at my mother and at my neices. In every instance it was at us questioning the route or the fare or the content of their radio station.

In a free market, a person is allowed to innovate and fill a desperate need. Uber has done that in this city and we should be grateful that our great society allows for this job creation, innovation and small business to prosper.

Please, strike down the MINIMUM FARE language from the Uber Amendment.

Having safe and affordable transportation options in a city is important for all of it's residents.

Sincerely,

Gary

**From:** [Gary Glass](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Free Market  
**Date:** Monday, July 09, 2012 9:41:01 PM

---

Good Evening,

I am resident of Ward 6 and have lived in the city for the last two years. I have had terrible experiences with DC cab drivers, particularly the condition of the cars and the attitude of the drivers. On several occasions I have had DC cabs drivers yell at me, at my mother and at my neices. In every instance it was at us questioning the route or the fare or the content of their radio station.

In a free market, a person is allowed to innovate and fill a desperate need. Uber has done that in this city and we should be grateful that our great society allows for this job creation, innovation and small business to prosper.

Please, strike down the MINIMUM FARE language from the Uber Amendment.

Having safe and affordable transportation options in a city is important for all of it's residents.

Sincerely,

Gary

**From:** [Gary Glass](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Free Market  
**Date:** Monday, July 09, 2012 9:40:44 PM

---

Good Evening,

I am resident of Ward 6 and have lived in the city for the last two years. I have had terrible experiences with DC cab drivers, particularly the condition of the cars and the attitude of the drivers. On several occasions I have had DC cabs drivers yell at me, at my mother and at my neices. In every instance it was at us questioning the route or the fare or the content of their radio station.

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Sincerely,

Gary

**From:** [Rachel Nitsche](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Freedom of Transportation for DC Residents!  
**Date:** Tuesday, July 10, 2012 9:48:28 PM

---

Mr. Cantania,

I urge you to strike down the minimum fare language from the Uber Amendment. Please support Councilmember Evans' amendment that would have no minimum for Uber. Let DC residents have freedom of choice for affordable transportation options! Thank you for your time.

Rachel Nitsche

**From:** [Rachel Nitsche](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Freedom of Transportation for DC Residents!  
**Date:** Tuesday, July 10, 2012 9:47:32 PM

---

Mr. Brown,

I urge you to strike down the minimum fare language from the Uber Amendment. Please support Councilmember Evans' amendment that would have no minimum for Uber. Let DC residents have freedom of choice for affordable transportation options! Thank you for your time.

Rachel Nitsche

**From:** [Richard Rossi](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** From a constituent  
**Date:** Tuesday, July 10, 2012 2:31:01 PM

---

Hi. Richard Rossi on O Street NW.

This Uber situation is an outrage. We find this to be a magnificent service that brings enormous advantages to DC citizens.

Why the Council would effectively shut down competition can only further the impression of cronyism and undue efforts to protect a dying business model.

We must encourage this type of disruptive innovation as has New York, San Francisco, Paris and many other cities.

I don't get involved in DC politics but this is an issue I will vote on come the next election.

Please vote for the Jack Evans Amendment!

Best,

Richard Rossi.



**From:** [Richard Rossi](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** from a voter  
**Date:** Tuesday, July 10, 2012 2:33:21 PM

---

Hi. Richard Rossi on O Street NW.

This Uber situation is an outrage. We find this to be a magnificent service that brings enormous advantages to DC citizens.

Why the Council would effectively shut down competition can only further the impression of cronyism and undue efforts to protect a dying business model.

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I don't get involved in DC politics but this is an issue I will vote on come the next election.

Please vote for the Jack Evans Amendment!

Best,

Richard Rossi.

**From:** [Richard Rossi](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** from a voter  
**Date:** Tuesday, July 10, 2012 2:32:01 PM

---

Hi. Richard Rossi on O Street NW.

This Uber situation is an outrage. We find this to be a magnificent service that brings enormous advantages to DC citizens.

Why the Council would effectively shut down competition can only further the impression of cronyism and undue efforts to protect a dying business model.

We must encourage this type of disruptive innovation as has New York, San Francisco, Paris and many other cities.

I don't get involved in DC politics but this is an issue I will vote on come the next election.

Please vote for the Jack Evans Amendment!

Best,

Richard Rossi.

**From:** [Hutchinson, Jordan \(COUNCIL\)](#)  
**To:** [Irvin, Jillian \(Council\)](#)  
**Subject:** FW: From ANC Commissioner 6B08 - Uber Amendment  
**Date:** Monday, July 09, 2012 5:55:07 PM

---

Jordan Hutchinson  
Chief of Staff  
Office of Councilmember David A. Catania  
[REDACTED]

-----Original Message-----

From: Neil Glick [[mailto:\[REDACTED\]](#)]  
Sent: Monday, July 09, 2012 5:48 PM  
To: Catania, David A. (COUNCIL); Molotsky, Michele (Council)  
Subject: From ANC Commissioner 6B08 - Uber Amendment

Dear Councilmember,

In my neighborhood of Hill East, it is near impossible to get a taxi to come pick me up or drop me off. It has kept me from going out at night to meet friends in other parts of town. It is as if Capitol Hill is an island that I am stranded on for a Friday or Saturday night.

Then came along Uber. Uber provides me a level of service I have never experienced in a DC taxicab. They come to any neighborhood in the city and take me to any neighborhood in the city. This is the complete opposite of 99% of DC Taxicabs.

The DC Taxis have a monopoly in this city. The prices are fixed and raised, and there is almost no voice of the consumer in the process. The Taxi cabs have brought a dark stain on our city, as they have led to investigations and arrests by Federal authorities!

I have filed complaints against taxicabs for homophobic comments directed towards my Domestic Partner and I during rides; the Taxicab Commission did NOTHING and did not even acknowledge my complaint being filed (I sent letters and then followed up by email – NO RESPONSE).

When I have guests at my home for a party or dinner, we call for taxis, and my guests cannot get home. They are stranded here and often I have to drive them home. I get these same complaints from many of the constituents I have served as an ANC Commissioner for the past 12 years.

DC needs more cars for hire on the road to assist in building up our nightlife (and which members of the Council have worked hard to extend bar hours).

Please, strike down the minimum fare language from the "Uber Amendment" specifically provision 8C in the Uber Amendment.

We need quality competition and then maybe our Taxi Cabs will improve their level of service.

Sincerely,

Neil Glick  
ANC Commissioner 6B08

Washington, DC 20003

**From:** [Neil Glick](#)  
**To:** [Catania, David A. \(COUNCIL\)](#); [Molotsky, Michele \(Council\)](#)  
**Subject:** From ANC Commissioner 6B08 - Uber Amendment  
**Date:** Monday, July 09, 2012 5:48:05 PM

---

Dear Councilmember,

In my neighborhood of Hill East, it is near impossible to get a taxi to come pick me up or drop me off. It has kept me from going out at night to meet friends in other parts of town. It is as if Capitol Hill is an island that I am stranded on for a Friday or Saturday night.

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We need quality competition and then maybe our Taxi Cabs will improve their level of service.

Sincerely,

Neil Glick  
ANC Commissioner 6B08

DC 20003

**From:** [Neil Glick](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Allen, Charles \(COUNCIL\)](#)  
**Subject:** From ANC Commissioner 6B08 - Uber Amendment  
**Date:** Monday, July 09, 2012 5:46:01 PM

---

Dear Councilmember,

In my neighborhood of Hill East, it is near impossible to get a taxi to come pick me up or drop me off. It has kept me from going out at night to meet friends in other parts of town. It is as if Capitol Hill is an island that I am stranded on for a Friday or Saturday night.

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We need quality competition and then maybe our Taxi Cabs will improve their level of service.

Sincerely,

Neil Glick  
ANC Commissioner 6B08

Washington, DC 20003

**From:** [Stogner, Kevin \(Council\)](#)  
**To:** ["Travis, Uber CEO"](#)  
**Subject:** From Jack Evans" Office - B19-630, the Taxicab Service Improvement Act of 2012  
**Date:** Monday, July 09, 2012 4:49:37 PM  
**Attachments:** [REDACTED]

---

[REDACTED]

Best,  
Kevin

**Kevin Stogner**  
General Counsel

Committee on Finance and Revenue  
The Honorable Jack Evans, Chair  
1350 Pennsylvania Ave NW, Suite 114  
Washington, DC 20004  
Phone: [REDACTED]  
Fax: [REDACTED]  
Email: [REDACTED]  
[www.jackevans.org](http://www.jackevans.org)



---

**From:** Newman, Andrew (Council)  
**Sent:** Monday, July 09, 2012 2:45 PM  
**To:** Members and Staff (COUNCIL)  
**Subject:** B19-630, the Taxicab Service Improvement Act of 2012

Dear Members and Staff

Attached are the following documents:

- (1) A memo from Councilmember Cheh providing background information on the bill, describing her proposed amendment, and explaining the data collected by taxi meters.
- (2) Councilmember Cheh's draft amendment to the taxi bill.
- (3) The engrossed version of the taxi bill with Councilmember Cheh's proposed amendment shown in track changes.

Please let us know if you have any questions. We would be happy to answer them.

Thanks,  
Drew

Drew Newman  
Legislative Director

Office of Councilmember Mary M. Cheh  
Council of the District of Columbia  
Phone: (202) [REDACTED]  
E-Mail: [REDACTED]



**From:** [Microsoft Exchange](#)  
**To:** [REDACTED]  
**Subject:** Undeliverable: FW: Councilmember Evans- no minimum amendment  
**Date:** Tuesday, July 10, 2012 5:07:58 PM  
**Attachments:** [FW: Councilmember Evans- no minimum amendment.msg](#)

---

Delivery has failed to these recipients or distribution lists:

HYPERLINK "mailto:[REDACTED]"

The recipient's e-mail address was not found in the recipient's e-mail system. Microsoft Exchange will not try to redeliver this message for you. Please check the e-mail address and try resending this message, or provide the following diagnostic text to your system administrator.

Sent by Microsoft Exchange Server 2007

Diagnostic information for administrators:

Generating server: dcc-exchange-01.Council.local

#550 5.1.1 RESOLVER.ADR.RecipNotFound; not found ##

Original message headers:

Received: from dcc-exchange-01.Council.local (::1) by  
dcc-exchange-01.Council.local (::1) with mapi; Tue, 10 Jul 2012 17:07:29  
-0400

Content-Type: application/ms-tnef; name="winmail.dat"

Content-Transfer-Encoding: binary

From: "Brown, Michael (Council)" <[REDACTED]>

To: [REDACTED] <[REDACTED]>

Date: Tue, 10 Jul 2012 17:06:53 -0400

Subject: FW: Councilmember Evans- no minimum amendment

Thread-Topic: Councilmember Evans- no minimum amendment

Thread-Index: Ac1ewtR2WXazwTEjR2qna/CLLANfTAAHROFq

Message-ID: <BC5FE881FC017F49A882F55FCC54AD4D6197E1A006@dcc-exchange-01.Council.local>

References: <1341941908.96734.YahooMailClassic@web84517.mail.ne1.yahoo.com>

In-Reply-To: <1341941908.96734.YahooMailClassic@web84517.mail.ne1.yahoo.com>

Accept-Language: en-US

Content-Language: en-US

X-MS-Has-Attach:

X-MS-TNEF-Correlator: <BC5FE881FC017F49A882F55FCC54AD4D6197E1A006@dcc-exchange-01.Council.local>

MIME-Version: 1.0

**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Tuesday, July 10, 2012 6:47:37 PM

---

**News**

2 new results for "D.C. Council"

**[DC Council Passes Amendment Making Uber Legal as Is](#)**

DCist.com



Uber's massive email, phone and Twitter campaign in opposition to a **D.C. Council** measure that would have implemented a price floor on the upscale livery service paid off this afternoon in the form of another amendment that effectively permits the ...

[DCist.com](#)

[See all stories on this topic »](#)

**[DC Council approves LivingSocial tax break](#)**

Washington Post (blog)

The \$32.5M tax break requires the company to stay in the District and hire city residents.

[See all stories on this topic »](#)

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**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Tuesday, July 10, 2012 1:52:24 PM

---

**News**

2 new results for "D.C. Council"

**[DC Council delays action on Uber fare regulation](#)**

Washington Post (blog)

**D.C. Council** delays action on Uber fare regulation. By Tim Craig. **D.C. Council** members will not move forward on Tuesday with a controversial proposal to set minimum fare for a popular luxury sedan car service, a major victory for Uber and their consumers.

[See all stories on this topic »](#)

**[Cheh proposes requiring Pepco to bury power lines](#)**

Washington Post (blog)

**D.C. Council** member Mary M. Cheh (D-Ward 3) introduced a proposal Tuesday that would require Pepco to bury more power lines underground to try to avoid a repeat of the widespread power outages that hit the District 10 days ago. (JONATHAN ERNST ...

[See all stories on this topic »](#)

---

Tip: Use site restrict in your query to search within a site (site:nytimes.com or site:.edu). [Learn more](#).

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**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Tuesday, July 10, 2012 1:47:50 PM

---

## Blogs

1 new result for "D.C. Council"

### [Uber Blog » Strike Down the Minimum Fare Language in the DC ...](#)

By travis

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW! If each of us writes or calls our *DC Council* people, we could make an impact on this law. What are we asking for? Strike down the MINIMUM FARE language from the Uber ...

[Uber Blog](#)

---

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**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Tuesday, July 10, 2012 4:12:35 AM

---

**Web**

2 new results for "D.C. Council"

[Prince Of Petworth » "DC Council is voting tomorrow to prevent Uber ...](#)

Thanks to all who forwarded the notice from the Uber car service: On Independence Day, Uber announced a roll out of a lower cost service that we call UberX.

[www.princeofpetworth.com/.../dc-council-is-voting-tomorrow...](http://www.princeofpetworth.com/.../dc-council-is-voting-tomorrow...)

[Petition: DC Council: Strike down the MINIMUM FARE language ...](#)

Taken from Uber's blog post: "The DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make...

[www.change.org/.../dc-council-strike-down-the-minimum-fare...](http://www.change.org/.../dc-council-strike-down-the-minimum-fare...)

---

Tip: Use a minus sign (-) in front of terms in your query that you want to exclude. [Learn more](#).

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**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Monday, July 09, 2012 8:07:43 PM

---

**News**

1 new result for "**D.C. Council**"

[DC Council Moves Closer to Making Uber Street Legal, But Uber's Not Happy ...](#)

DCist.com

When the **D.C. Council** votes tomorrow on a bill overhauling the regulation and operation of the District's 6500 taxicabs, Councilmember Mary Cheh intends to offer an amendment intended to ease things for a company that has been nagging at the side of ...

[See all stories on this topic »](#)



[DCist.com](#)

---

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**From:** [Google Alerts](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Google Alert - "D.C. Council"  
**Date:** Monday, July 09, 2012 6:05:59 PM

---

## Blogs

2 new results for "D.C. Council"

### [DC City Council's "Uber Amendment" Would Force Sedans To ...](#)

By Eric Eldon

If each of us writes or calls our *DC Council* people, we could make an impact on this law. What are we asking for? Strike down the MINIMUM FARE language from the Uber Amendment. Here are the City Council members' contact info.

[TechCrunch](#)

### [DUI Enforcement: Breathalyzers Appear Poised For Return To DC ...](#)

By Chuck Carroll

The use of breathalyzers by police in DC may soon become common place again. The *DC council* is expected to vote on a measure to reinstate the breath-testing equipment on Tuesday.

[CBS DC](#)

---

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 10:36:13 PM

---

## News

3 new results for "mary cheh"

### ["Oh God, My God" -- Frustrated DC Council Chairman Before Uber Vote \(VIDEO\)](#)

Huffington Post

D.C. Council members voted July 10 to approve Councilwoman **Mary Cheh's** bill to amend taxicab regulations without the portions specifically targeting the popular San Francisco-based sedan company Uber.

[See all stories on this topic »](#)

### [Taxicab Modernization Bill Passes DC Council](#)

DCist.com

The bill, originally introduced by Councilmembers **Mary Cheh** (D-Ward 3) and Tommy Wells (D-Ward 6) late last year, will mandate technology updates for cabs, increased accessibility for handicapped riders, more fuel-efficient vehicles, and increased ...

[See all stories on this topic »](#)



[DCist.com](#)

### [When Storms Arrive, Would Underground Power Lines Make A Difference](#)

W\*USA 9

Some people, including DC Councilwoman **Mary Cheh**, think this would lead to fewer outages. Cheh is introducing a bill to the council which would force the utility to lay more power lines underground. Cheh says no doubt the process is a costly one, but

...

[See all stories on this topic »](#)



[W\\*USA 9](#)

---

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 5:06:33 PM

---

**News**

1 new result for "mary cheh"

[Livery Lobby: Uber's Rapid Response on Proposed Amendment Overwhelmed ...](#)

DCist.com

As the D.C. Council met for its weekly breakfast this morning, one of the topics on members' minds was Uber, the upscale livery service, and an amendment proposed by **Mary Cheh** (D-Ward 3) that would have made Uber compliant with D.C. regulations by ...

[See all stories on this topic »](#)

---

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 2:54:29 PM

---

**News**

1 new result for "mary cheh"

[Cheh Punts on Uber Amendment](#)

NBC4 Washington (blog)

In less than a day, D.C. Councilmember **Mary Cheh's** Uber-regulation amendment to the taxi overhaul bill was whisked off the table. The amendment, which Cheh said was crafted with Uber's cooperation, would have brought the service into compliance with ...

[See all stories on this topic »](#)

---

Tip: Use quotes ("like this") around a set of words in your query to match them exactly. [Learn more.](#)

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 12:14:47 PM

---

**News**

1 new result for "mary cheh"

[Uber fare minimum legislation dropped until November](#)

WJLA

Photo: ABC 7 DC Councilmember **Mary Cheh** announced Tuesday morning that she's pulling legislation that would have put a minimum on fares for the Uber car ...

---

Tip: Use a minus sign (-) in front of terms in your query that you want to exclude. [Learn more](#).

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 11:54:05 AM

---

**News**

1 new result for "mary cheh"

[DC City Council Shelves "Uber Amendment" Against Discounted ...](#)

TechCrunch

But now councilwoman **Mary Cheh**, who had proposed the so-called "Uber Amendment," says this morning that she is shelving it. No, TechCrunch has not turned ...

---

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Tuesday, July 10, 2012 10:53:03 AM

---

**News**

1 new result for "mary cheh"

**[Cheh Shelves Uber Amendment After Backlash from CEO and Customers](#)**

DCist.com

At a breakfast meeting with her colleagues today, Councilmember **Mary Cheh** (D-Ward 3) reversed her plans to introduce an amendment to the taxicab ...

---

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**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Monday, July 09, 2012 6:18:22 PM

---

**News**

1 new result for "mary cheh"

[The Needle: Price Floor Fisticuffs](#)

Washington City Paper

Uberpriced: DC Councilmember **Mary Cheh** and alternately beloved and reviled DC smartphone cab service Uber are sparring over an amendment proposed by Cheh ...

---

Tip: Use quotes ("like this") around a set of words in your query to match them exactly. [Learn more.](#)

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[Manage](#) your alerts.

**From:** [Google Alerts](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Subject:** Google Alert - "mary cheh"  
**Date:** Monday, July 09, 2012 5:32:06 PM

---

**News**

1 new result for "mary cheh"

[DC Council Moves Closer to Making Uber Street Legal, But Uber's ...](#)

DCist.com

When the DC Council votes tomorrow on a bill overhauling the regulation and operation of the District's 6500 taxicabs, Councilmember **Mary Cheh** intends to ...

---

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[Manage](#) your alerts.

**From:** [Georgetown Patch](#)  
**To:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** GU Plan Agreement Must Wait One More Week for Zoning Commission and more from Georgetown Patch  
**Date:** Tuesday, July 10, 2012 8:07:37 AM

---

[View as Webpage](#)



Today  85° 70° Tomorrow  87° 69°

**July 10, 2012**

## Your News

### [GU Plan Agreement Must Wait One More Week for Zoning Commission](#)

Shaun Courtney | Jul 10, 2012 | 0 Comments



Neighbors and university officials will see the final resolution of the campus plan agreement Monday, July 16 at 6:30 p.m.

### [Uber Amendment Would Keep Sedan Service More Expensive than Taxis](#)

Shaun Courtney | Jul 10, 2012 | 0 Comments



The sedan service, Uber, allows users to reserve vehicles with a smartphone application and to pay entirely with credit card.

### [Police Seek Person of Interest in Georgetown Sexual Assault](#)

Shaun Courtney | Jul 10, 2012 | 0 Comments



The incident took place June 30 on the 2400 block of M Street

### [Damaged Washington Monument May Remain Closed Through 2014](#)

Shaun Courtney | Jul 9, 2012 | 0 Comments



The earthquake that hit the DC region last August caused extensive damage to the monument.

### [Jim Bracco Leaving the BID](#)

Shaun Courtney | Jul 9, 2012 | 0 Comments



The Georgetown Business Improvement District is seeking a new executive director.

[See more News »](#)







## Community Bulletin

Awareness

### CrimePush Launches Revolutionary Security App to Help Individuals, Universities, and Police

Cher Murphy | Jul 9, 2012



Every 15 seconds in America there is a burglary that takes place. Every 43 seconds a vehicle is stolen somewhere in the country. On ...

[See more Announcements »](#)

---

## Things to Do

6:00 am

### Free Small Group Personal Training classes



Free Trial Pack Week July 9th - 14th An Opportunity to try PACK! Please know that on the week of July 9th we will be ...

9:00 am

### Young Actors Summer Program - Session I



Since 1986, The Studio Theatre Acting Conservatory has offered a Young Actors program. The curriculum provides disciplined, process-...

## Tuesday, July 10, 2012

6:00 am [Free Small Group Personal Training classes](#)

9:00 am [Young Actors Summer Program - Session I](#)

10:00 am [Free Computer Tune-Up](#)

10:00 am [Summer Fencing Camp](#)

10:00 am [Winging It at Heiner Contemporary](#)

10:30 am [Harbour Kids Entertainment Series](#)

7:30 pm [Women! Sing with the Capital Accord Chorus This Summer!](#)

8:00 pm [New Website Launch](#)

[See more Events »](#)

---

You can also:

[Upload photos to Neighborhood Gallery »](#)

[Post an event »](#)

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**From:** [Georgetown Patch](#)  
**To:** [Smith, Dee \(COUNCIL\)](#)  
**Subject:** GU Plan Agreement Must Wait One More Week for Zoning Commission and more from Georgetown Patch  
**Date:** Tuesday, July 10, 2012 8:07:05 AM

---

[View as Webpage](#)



Today  85° 70° Tomorrow  87° 69°

**July 10, 2012**

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Shaun Courtney | Jul 10, 2012 | 0 Comments



Neighbors and university officials will see the final resolution of the campus plan agreement Monday, July 16 at 6:30 p.m.

### [Uber Amendment Would Keep Sedan Service More Expensive than Taxis](#)

Shaun Courtney | Jul 10, 2012 | 0 Comments



The sedan service, Uber, allows users to reserve vehicles with a smartphone application and to pay entirely with credit card.

### [Police Seek Person of Interest in Georgetown Sexual Assault](#)

Shaun Courtney | Jul 10, 2012 | 0 Comments



The incident took place June 30 on the 2400 block of M Street

### [Damaged Washington Monument May Remain Closed Through 2014](#)

Shaun Courtney | Jul 9, 2012 | 0 Comments



The earthquake that hit the DC region last August caused extensive damage to the monument.

### [Jim Bracco Leaving the BID](#)

Shaun Courtney | Jul 9, 2012 | 0 Comments



The Georgetown Business Improvement District is seeking a new executive director.

[See more News »](#)





## Community Bulletin

Awareness

### CrimePush Launches Revolutionary Security App to Help Individuals, Universities, and Police

Cher Murphy | Jul 9, 2012



Every 15 seconds in America there is a burglary that takes place. Every 43 seconds a vehicle is stolen somewhere in the country. On ...

[See more Announcements »](#)

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## Things to Do

6:00 am

### Free Small Group Personal Training classes



Free Trial Pack Week July 9th - 14th An Opportunity to try PACK! Please know that on the week of July 9th we will be ...

9:00 am

### Young Actors Summer Program - Session I



Since 1986, The Studio Theatre Acting Conservatory has offered a Young Actors program. The curriculum provides disciplined, process-...

## Tuesday, July 10, 2012

6:00 am [Free Small Group Personal Training classes](#)

9:00 am [Young Actors Summer Program - Session I](#)

10:00 am [Free Computer Tune-Up](#)

10:00 am [Summer Fencing Camp](#)

10:00 am [Winging It at Heiner Contemporary](#)

10:30 am [Harbour Kids Entertainment Series](#)

7:30 pm [Women! Sing with the Capital Accord Chorus This Summer!](#)

8:00 pm [New Website Launch](#)

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**From:** [K.R](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Hard to believe  
**Date:** Monday, July 09, 2012 10:17:28 PM

---

the City Council is going to regulate the Uber [car service](#) out of business in DC. This service obviously delivers what DC cabs cannot deliver -- beating DC cabs on market terms for many of us and making urban very living attractive. For example, I can go out anywhere in DC, drink as much as I like, not worry about parking, and count on Uber to find me wherever I am, on immediate demand, and get me home safely. DC cabs simply can't do this. I can go shopping in the burbs, and get a round trip from Uber that is simply not available from DC cabs, or is offered only on disgruntled terms. Uber and zip cars are part of what makes urban living very attractive. Please think twice about regulation that skews the value of this service.

**From:** [Liliana Koebke](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Have you ever tried to call or hail a cab?  
**Date:** Tuesday, July 10, 2012 10:33:15 AM

---

Upon moving to Capitol Hill, I regularly waited for over an hour for a cab that I had called and requested. It's not that they arrived, it's that I gave up and started seeking alternative options. Hailing a cab is generally just as infuriating. I am often refused service when traveling alone or when I give them my intersection on Lincoln Park. Drivers are regularly on the phone or sometimes even completing other tasks. I once had a cab driver cutting mass amounts of roses, while driving and speaking on his cell phone, for what was clearly a side business delivering flowers. Increasingly, my ride is now spent listening to the driver berate the city for the unjust demands placed upon them. I understand that the life of a driver can be difficult, with late hours and inconsistent pay. Unfortunately, a lifetime of negative experiences with DC and MD cabs has left me unsympathetic and eager for an alternative.

Uber was a breath of fresh air when I first used their service several months ago. Since then I have called an Uber at least once a week, never having a negative experience. The cars are up-to-date and clean. The drivers are friendly and professional. They are prompt to arrive and the tracking system allows me to make reliable plans. While the prices are a bit higher than I would have paid by hailing a cab, I am willing to pay the difference for convenience. Am I willing to pay 5x the alternative? How is such an amendment in the best interest of the residents of DC?

The Uber amendment is a slap in the face to DC residents who are fed-up with the cab cartel which routinely takes advantage of customers and considers service a bottom priority. The success of Uber is a perfect reflection of these sentiments; consumer want an option that is reliable, safe, and ultimately fair. Why would we reward a taxi commission for providing sub-par service after years of attempted reforms and warnings? I think that Uber is the perfect example of our system working well. A young start-up saw a problem and the available resources to fix it, took action and created an excellent service. While I support that the city is trying to bring their taxi commission up to higher standards, I think that this amendment is a terrible bone to throw them. It strips your residents of a fantastic service and offers 0 incentive to taxi cabs to actually take any greater action.

Rather than fighting for legislation to eliminate the competition, this would be a perfect opportunity for the cab commission to be rarely introspective and examine why residents are craving an alternative. I would love to see the taxi commission rise to meet the competitive challenge. It's not that I refuse to travel in anything less than a town car. In fact, I do still hail cabs from time to time as a matter of convenience. When I can get one to take me home, the complaints and rude service, sub-par vehicle, illegal maneuvers, and requirement of cash usually outweigh the few good experiences I have. Please do not protect and defend their ineptitude at the expense of your residents.

Liliana Koebke  
13th & Mass Ave SE

**From:** [Jon Carpenter](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Have you ever tried to hail a cab?  
**Date:** Monday, July 09, 2012 8:28:09 PM

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If you've answered "yes" to the above question in our neighborhood, you would realize how absolutely infuriating it will be to hear you voted for the Uber amendment tomorrow evening. Generally speaking, DC cabs are an absolute atrocity; from the inability to get a cab dispatched reliably, to refusal for service, low availability, meter cheating, and drivers with less than savory habits. Particularly in Crestwood, it is even worse. Hailing a cab on 16th street is impossible and late at night, drivers will illegally refuse to drive you home. This is why Uber has been a breath of fresh air. For the few months that I have been using their service, they have been consistently reliable, professional, and shockingly affordable given the conveniences they supply that DC cabs do not.

The Uber amendment is an absolute slap in the face to DC residents who are fed-up with the cab cartel which routinely takes advantage of customers and considers service a bottom priority. The success of Uber is a perfect reflection of these sentiments; consumers want an option that is reliable, safe, and ultimately fair. Protecting the poor service and standards of DC cabs by ratifying the Uber amendment simply affirms to the taxi commission that it is perfectly acceptable to be second-class, deaf to criticism, and resistant to change.

Rather than fighting for legislation to protect them, this would be a perfect opportunity for the cab commission to be rarely introspective and examine why residents are craving an alternative. They should be spending their time coming up with ways to integrate payments solutions, provide online/mobile booking, implement standards for their fleet, and improving driver behavior; all areas of weakness that Uber has compensated for. Please do not protect and defend their ineptitude at the expense of your residents.

Thanks,  
Jon



**From:** [Lauren Vicary](#)  
**To:** [Evans, Jack \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Help women feel safe  
**Date:** Monday, July 09, 2012 6:34:19 PM

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Gentlemen,

This is the first time in my 20+ years in Washington, D.C. that I have been concerned enough about an issue to write to my DC Council representatives.

I live in Ward 2 and am a Uber car service user. I finally tried Uber after years and years of -- at best -- uncomfortable situations in DC cabs and -- at worst -- terrifying situations. Simply put, the taxi service in this city is abominable. I travel weekly to NYC for my job, as well as to other cities on a regular basis, so I can personally attest to the poor service our city's cabs provide, especially to minorities. In fact, a few years ago I had to appear at a hearing to testify against a cab driver who held me against my will in a cab, trying to extort more money from me. Sadly, my experiences are not unusual; I have heard many such horror stories from friends over the years, and I'm simply fed up. We're all fed up.

So I tried Uber. It is wonderful. It is a safe, reliable, necessary service for this city, especially for women and minorities. I can book reliably for work and personal, late night or early morning, and feel safe and know exactly what I will be charged -- and it's on my credit card! I am willing to pay more for Uber to feel safe, but can't always justify the expense, especially in this economy. I was thrilled to hear about the company's plans to launch a lower cost service and then heard about the Council's plans to consider requiring a minimum fare that may be as much as 5 times higher than what taxis charge. Please, please, please -- do the right thing! Do not cave to the taxi lobby and the sickening hold they seem to have on our city and our leaders. Take a stand, and vote to support Uber's new service. We need this service, now. I want to be able to live in the nation's capital and feel safe.

Thank you for your attention to this matter. And please feel free to contact me with any questions.

Lauren Vicary



Washington, DC 20009

**From:** [Willingham, Jonathan \(Council\)](#)  
**To:** [Catalino, Anthony \(Council\)](#); [Lopez, Anthony \(Council\)](#); [Benjamin, Aukima \(COUNCIL\)](#); [Smith, Dee \(COUNCIL\)](#); [Newman, Andrew \(Council\)](#); [Hubbard, Judy \(Council\)](#); [Pesante, Kiara \(Council\)](#); [Orlins, Matthew \(Council\)](#); [Handsfield, William \(Council\)](#); [Ansberry, Jennifer \(Council\)](#); [Martschink, Tree \(Council\)](#); [Mudd, Jeremy \(Council\)](#); [Nettesheim, Margaret \(Council\)](#)  
**Subject:** Hot and Bothered  
**Date:** Tuesday, July 10, 2012 6:48:21 PM

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Because I'm all hot and bothered about Uber, I have to release some steam; I've decided to take out my anger on all of you.

Let's start at the beginning.

Action verbs (as opposed to linking verbs like "to be") come in two varieties: transitive and intransitive. You can tell the difference based on the very simple question of whether you can do the verb to a ball. You can bounce a ball. It is thus transitive. You cannot comply a ball. So it's intransitive. Or, you cannot sleep a ball. It, too, is intransitive.

Now, if a verb is transitive, it takes a direct object. "I bounce the ball." "I" is the subject. "Bounce" is the verb. "The ball" is the object (in this case, the direct object). If, on the other hand, a verb is intransitive, it cannot take an object because it can't do anything to something else...it doesn't transfer action. Consider the verb "to sleep." You can't "sleep" a ball. Verbs that are intransitive don't have objects, so they can only attach to nouns with the use of prepositions. In the sentence "I slept on the bed," you'll note that "the bed" can only attach to the verb "sleep" if it is connected by a preposition. It wouldn't make any sense to say "I slept the bed." So, if you need a preposition (of, on, by, across, through, etc.), the verb is intransitive; if you don't, it's transitive.

Boiled down and put in the reverse for purposes of the rant to follow, transitive verbs aren't followed by prepositions, intransitive verbs are.

Let us turn, then, to the verb "comprise." Comprise comes from the Latin *comprehensus*, which is the past participle of the verb *comprehendere*, which means "to embrace." Consider whether you can embrace of something. You can't. That's because it's a transitive verb. So something can never be "comprised of" anything. Something can comprise other things (e.g. "the zoo comprises the animals"), but comprise cannot be followed by "of." Ever. If you can't remember, just replace the word "comprise" with "include." That'll help you remember.

Given all of that, I never expect to see the expression "comprise of" in anything produced by our office (e.g. talking points, press releases, tweets, listserv posts, interoffice emails, words coming out of your mouth that I have to hear).

That is all.

**From:** [Bola Odulate](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#)  
**Subject:** How could you?! Please strike down minimum fare language.  
**Date:** Tuesday, July 10, 2012 12:28:41 PM

---

Dear Phil, Michael, Mary:

I am disappointed to find out that your committee is on the verge of forcing Uber to RAISE their prices. I was under the impression you represented us, the consumers. And now you want to force a business that's doing all the things our governments ask of us - stay competitive, add value, contribute - to charge us more? That's unconscionable.

I happen to be a regular user of Uber in San Francisco. During a time that I struggled with serious health issues, I don't know what I would have done without Uber. They got me to appointments at decent prices in a manner that did not make my condition worse.

Please. Remember why you're there, remember the people and remember the times we're in.

Sincerely,  
Bola Odulate

**From:** [Christian Thurston](#)

**Subject:** How will your children remember you? Might Isn't Right - Support Entrepreneurs

**Date:** Tuesday, July 10, 2012 5:12:21 AM

---

An Address To The Council:

Please strike down the minimum fare language from the Uber amendment. Now is your chance to show you support innovation, entrepreneurship and the revival of the US economy. It's about maintaining a system of meritocracy and a free market. It's about representing the true interests of your constituents. In 100 years, when we're all dusk and from then onwards what will your legacy be? Will your name be spoken of by your progeny with pride or will they avoid discussing you at all?

In the end history will be your judge as surely as it is for Lincoln as surely as it is for Warren Harding. So, what's it going to be? Today, are you going to be a Lincoln or a Harding? Do the right thing, sleep well at night and make your families proud - strike down the minimum fare language from the Uber amendment. Listen to that quiet voice in the back of your head that's urging you to be a person of integrity, come what may.

Thank you for your attention and kind regards,

Christian Thurston

**From:** [Erik Heilman](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** I am an Uber rider, a voter, a new homeowner in Ward 6  
**Date:** Monday, July 09, 2012 5:20:42 PM

---

Mr. Wells,

As one of your constituents and brand new homeowner in the H St NE corridor, I request that you protect fair commercial competition, and respect the free market voice of thousands who are fed up with the DC taxi system and have embraced a better alternative. Please strike down the Minimum Fare language from the Uber Amendment during tomorrow's DC City Council session.

I have never contacted any local representative for anything until now. DC residents' transportation needs simply aren't being met - metro rail continues to raise fares while providing Soviet-era service, and the taxi industry provides poor service while also continuing to raise rates - I cannot tell you how many cabs I have gotten into only to wish the trip would be over quickly. Uber's rapid success is proof that DC riders want better service and more choices. Refusing to allow the free market to operate means continuing to subject your constituents to poor and unsafe services. I urge you not to prop up failing or under-performing institutions, deny fresh enterprising outfits fair access to a market, and take away your constituents' choices. Please show your constituents that you support their right to choose and to be safe.

Respectfully,  
Erik Heilman



**From:** [Edison Wato](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** I am in favor of striking down teh Minimum FARE language from the UBER amendment  
**Date:** Monday, July 09, 2012 5:53:54 PM

---

As a DC resident in Wash DC, I have seen a lot of idiocy by the DC Council.  
Please strike down the minimum fare language from teh UBER Amendment being voted on tomorrow.

Why are you protecting a broken taxicab program and the do nothing commission.  
The DC Council and government should be protecting free enterprise and business that DC consumers want like UBER.

Edison Wato

[REDACTED]

Washington DC 20009

[REDACTED]

**From:** [Edison Wato](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** I am in favor of striking down the Minimum FARE language from the UBER amendment  
**Date:** Monday, July 09, 2012 5:58:24 PM

---

As a long time DC resident since 1990, I have seen a lot of idiocy by the DC Council.  
Please strike down the minimum fare language from teh UBER Amendment being voted on tomorrow.

Why are you protecting a broken taxicab program and the do nothing commission.  
The DC Council and government should be protecting free enterprise and business that DC consumers want like UBER.

Edison Wato

[REDACTED]

Washington DC 20009

[REDACTED]

**From:** [Edison Wato](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I am in favor of striking down the Minimum FARE language from the UBER amendment  
**Date:** Monday, July 09, 2012 5:58:02 PM

---

As a long time DC resident since 1990, I have seen a lot of idiocy by the DC Council.  
Please strike down the minimum fare language from teh UBER Amendment being voted on tomorrow.

Why are you protecting a broken taxicab program and the do nothing commission.  
The DC Council and government should be protecting free enterprise and business that DC consumers want like UBER.

Edison Wato

[REDACTED]

Washington DC 20009

[REDACTED]



**From:** [Stogner, Kevin \(Council\)](#)  
**To:** [Moir, Thomas \(COUNCIL\)](#)  
**Cc:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** RE: I hear you need to talk to me.  
**Date:** Tuesday, July 10, 2012 1:02:12 PM  
**Attachments:** [REDACTED]

---

The bill is attached.

**Kevin Stogner**  
General Counsel

Committee on Finance and Revenue  
The Honorable Jack Evans, Chair  
1350 Pennsylvania Ave NW, Suite 114  
Washington, DC 20004  
Phone: [REDACTED]  
Fax: [REDACTED]  
Email: [REDACTED]  
[www.jackevans.org](http://www.jackevans.org)



---

**From:** Moir, Thomas (COUNCIL)  
**Sent:** Tuesday, July 10, 2012 12:51 PM  
**To:** Stogner, Kevin (Council)  
**Subject:** I hear you need to talk to me.

I'm in my office. Let me know if you need a FIS or whatevs.

---

**Thomas I. Moir**  
Budget Counsel  
Office of the Budget Director  
Council of the District of Columbia  
[REDACTED] (direct)  
(202) [REDACTED] (office)  
(202) [REDACTED] (fax)  
[REDACTED]

---

 Please consider the environment before printing this email.

**From:** [Miranda Beebe](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** I oppose minimum fare language to the Uber Amendment  
**Date:** Monday, July 09, 2012 5:14:12 PM

---

Hello - as a DC voter for over 15 years (Ward 1) I strongly oppose any minimum fare restrictions. The clear aim at Uber and it's ability to provide a well liked and used service is disappointing to say the least. If the DC taxi cab industry needs to make changes to keep up, let them work to compete. Minimum fare restrictions limit well received services for citizens, and would demonstrate it is more important to succumb to pressure from an industry unwilling to compete than meet the needs and interests of your voters.

--

Miranda Beebe

**From:** [Miranda Beebe](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** I oppose the minimum fare language to the Uber Amendment  
**Date:** Monday, July 09, 2012 5:14:56 PM

---

Hello - as a DC voter for over 15 years (Ward 1) I strongly oppose any minimum fare restrictions. The clear aim at Uber and it's ability to provide a well liked and used service is disappointing to say the least. If the DC taxi cab industry needs to make changes to keep up, let them work to compete. Minimum fare restrictions limit well received services for citizens, and would demonstrate it is more important to succumb to pressure from an industry unwilling to compete than meet the needs and interests of your voters.

--

Miranda Beebe

**From:** [Pam Smith](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** I oppose the Uber amendment -- and ask you to do the same  
**Date:** Tuesday, July 10, 2012 9:29:31 AM

---

Dear Councilmembers Cheh, Mendelson, and Brown:

Five years ago I bought a home in Glover Park, DC, because it was a neighborhood where I could afford to buy -- in part, I think, b/c of the transportation challenges. I went from ready access to the metro to having to come up with a variety a solutions to get around -- driving, taking the bus, walking to metro, using bikeshare, etc. One mode of transportation that has not been a reliable option is DC taxis. They are scarce in our neighborhood, and frankly are often dirty and dangerous. The drivers can be scary in their recklessness. That is why I was thrilled when Uber came to town. Unlike DC cabs, and I almost always find an Uber when I need one. I know the drivers will be professional, and the cars will be safe and clean. The problem for me is that it is pricey. That is why I cannot understand why anyone would try to prevent Uber from providing a more affordable option. I am in public service, and while I would like to be able to afford frequent Uber usage, I can't do so under current pricing. A more affordable Uber option would make it much easier for me to get around. Please don't say that cabs are that option. Last Saturday, I stood in the heat for 15 minutes waiting for a cab in Glover Park to take me to Nationals stadium -- I saw only 2 pass by that entire time, and neither stopped. While I will often get to the Park by taking bike share to Archives, and then Metro from there, is was 105 degrees, and the Metro was dealing with a green line derailment. Uber got me to the game on time -- something that wouldn't have happened otherwise. While I was happy with the service, I would have loved to pay less for it. Please don't build higher transportation costs for me and others like me into DC law. Thank you!

**From:** [Dave Kasten](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I oppose the Uber minimum price amendment  
**Date:** Monday, July 09, 2012 6:59:50 PM

---

Councilman Wells,

I live in your Ward, and I'm registered to vote here. I'm a transit voter. I feel very strongly that imposing a price floor on an alternative, innovative means of transportation is bad for the District. I urge you to vote against the Uber amendment.

Sincerely,

David Kasten

**From:** [Timothy Ryan](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Wells, Thomas \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#)  
**Subject:** I strongly support the Evans/Wells Uber Amendment WITHOUT the minimum fare language.  
**Date:** Tuesday, July 10, 2012 3:18:28 PM

---

I strongly support the Evans/Wells Uber Amendment WITHOUT the minimum fare language. DC deserves better services and more choices.

Timothy Ryan  
Ward 1  
[REDACTED]

On Jul 10, 2012, at 2:33 PM, Evans, Jack (COUNCIL) wrote:

> [REDACTED]  
> [REDACTED]  
>  
> Schannette Grant on behalf of Jack Evans  
> Chief of Staff  
>  
> -----Original Message-----  
> From: Timothy Ryan [[mailto:\[REDACTED\]](#)]  
> Sent: Monday, July 09, 2012 5:14 PM  
> To: Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
> Subject: Against the Uber Amendment  
>  
> I am strongly against this amendment and feel very strongly that the Sedans should not have to charge 5x a taxi's base price.  
>  
> Thanks,  
>  
> Timothy Ryan  
> Ward 1  
> [REDACTED]  
> [REDACTED]

**From:** [Scott Lundberg](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I Support Competition in Transportation  
**Date:** Monday, July 09, 2012 9:13:37 PM


---

Greetings Councilman Wells,

I wanted to write to you as a fellow resident of Ward 6 to voice my support for competition among our transportation options in D.C. Please vote against the new amendment to the taxi modernization bill that would prevent alternative services from offering competitive prices.

There are multiple services, including taxis and services like Uber, that should be able to compete in our market and do so on an even plane.

Best Regards,  
D. Scott Lundberg

  
Washington, DC 20002

**From:** [Miranda Beebe](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** I support no fare minimums  
**Date:** Tuesday, July 10, 2012 11:15:04 AM

---

I am a long time DC voter and I support the just introduced Jack Evans/Tommy Wells Uber Amendment, **removing the minimum fare language** and am fully supportive of Uber and sedan drivers dictating the right prices for their service.

--

Miranda Beebe

[REDACTED]

Washington DC 20009



**From:** [Miranda Beebe](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** I support no fare minimums  
**Date:** Tuesday, July 10, 2012 11:14:01 AM

---

I am a long time DC voter and I support the just introduced Jack Evans/Tommy Wells Uber Amendment, **removing the minimum fare language** and am fully supportive of Uber and sedan drivers dictating the right prices for their service.

--

Miranda Beebe

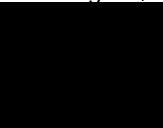
[REDACTED]

Washington DC 20009

**From:** [Joe Berman](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** I support the Wells/Evans Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:24:31 PM

---

Joe Berman  
Long & Foster Real Estate, Inc.  
4400 Jenifer Street NW  
Washington, DC 20015

 Office  
Home Office  
Cell

Licensed in DC, MD & VA  
Search listings at my website  
[joeberman.com](http://joeberman.com)

**From:** [Stacy Braverman](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I support Uber  
**Date:** Monday, July 09, 2012 11:47:37 PM

---

Dear Councilmember Wells,

I am a ward 6 resident and while I have never used Uber, and rarely use taxis, I urge you not to place a 5x the taxi rate price floor on sedans tomorrow. DC should be encouraging business, innovation, and public transit, not stifling them. The taxi industry is a corrupt monopoly and the only ways it will improve are with regulation and competition. Uber is an important part of the latter.

Sincerely,

Stacy Braverman

**From:** [Phil Piga](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** I support Uber and I vote  
**Date:** Monday, July 09, 2012 6:04:33 PM

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Please vote to strike down the minimum fare tomorrow. As in all aspects of city life, voters want quality services. Taxi drivers and the taxi lobby are not delivering. In fact, they're getting worse and worse at their jobs. Don't side with the under-achievers. It will reflect poorly on your record. Stand with Uber because quality counts.

Sincerely,

Phil Piga



Washington, DC 20005

**From:** [kelly dougherty walz](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Cc:** [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** I support UBER!  
**Date:** Tuesday, July 10, 2012 8:39:49 AM

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Stop infringing on my right to reliable transportation of my choosing.

Strike down the MINIMUM FARE language from the Uber Amendment.

Kelly Walz

**From:** [Bruce Weindruch](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** I urge you to strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 4:53:31 PM

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Bruce Weindruch  
Founder & CEO  
The History Factory  
1919 M Street N.W.  
Suite 610  
Washington, DC 20036

The History Factory  
Archives Lab  
14140 Parke Long Court  
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**From:** [Bruce Weindruch](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I urge you to strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 4:51:49 PM

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**From:** [Bruce Weindruch](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** I urge you to strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 4:51:23 PM

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**From:** [Jason Lobo](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** I Vote No on Uber Amendment  
**Date:** Monday, July 09, 2012 6:46:23 PM

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I vote no on the UBER Amendment!

Jason Lobo  
700 7th St. SW

**From:** [Dan Mayer](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** I want competition, I want UBER, DC CABS SUCK!  
**Date:** Monday, July 09, 2012 7:38:36 PM

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I want choices I want options, allow competition. Do not pass MINIMUM FARE language as part of any bill, competition is healthy. Cabs in DC haven't even gotten with the times enough to accept CREDIT CARDS claiming that processing costs too much. I can charge credit cards myself using a square for about 25c per transaction, out of my often \$15, they can't handle that as a credit card fee? Screw that, and anyone protecting that industry. Change is part of industry, and cab monopolies protected in ways like this are bad for consumers, people, happiness, and freedom. I WANT TO PAY MORE FOR A CAB THAT ALLOWS ME TO USE A FREAKING CREDIT CARD, but not 5 TIMES MORE!

letting you know that the people aren't with you on this one, only the industry, who is not who you are supposed to serve.

- Phil Mendelson (Chairman), (202) 724-8064, [REDACTED]
- Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED] [@marycheh](#)
- Michael Brown, at-large, (202) 724-8105, [REDACTED] [cmmichaelabrown](#)
- Jim Graham, Ward 1, (202) 724-8181, [REDACTED] [@jimgrahamward1](#)
- Jack Evans, Ward 2, (202) 724-8058, [REDACTED] [@jackevansward2](#)
- Muriel Bowser, Ward 4, (202) 724-8052, [REDACTED] [@murielbowser](#)
- Kenyan McDuffie, Ward 5, (202) 724-

8028, [REDACTED] [kenyanmcduffie](#)

- Tommy Wells, Ward 6, (202) 724-8072, [REDACTED] [@tommywells](#)
- Yvette Alexander, Ward 7, (202) 724-8068, [REDACTED] [@cmyma](#)
- Marion Barry, Ward 8, (202) 724-8045, [REDACTED] [@marionbarryjr](#)
- David Catania, at-large, (202) 724-7772, [REDACTED] [@cataniapress](#)
- Vincent Orange, at-large, (202) 724-8174, [REDACTED] [@vincentorangedc](#)

peace,

Dan Mayer

<http://mayerdan.com>

<http://twitter.com/danmayer>

**From:** [Pesante, Kiara \(Council\)](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Ansberry, Jennifer \(Council\)](#); [Catalino, Anthony \(Council\)](#); [Lopez, Anthony \(Council\)](#); [Benjamin, Aukima \(COUNCIL\)](#); [Smith, Dee \(COUNCIL\)](#); [Newman, Andrew \(Council\)](#); [Jeremy Faust](#); [Willingham, Jonathan \(Council\)](#); [Hubbard, Judy \(Council\)](#); [Pesante, Kiara \(Council\)](#); [Nettesheim, Margaret \(Council\)](#); [Orlins, Matthew \(Council\)](#); [Mudd, Jeremy \(Council\)](#); [Martschink, Tree \(Council\)](#); [Handsfield, William \(Council\)](#)  
**Subject:** ICYMI: In Uber fight, Silicon Valley & Washington philosophies clash (ALL read)  
**Date:** Tuesday, July 10, 2012 5:53:41 PM

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**From** [Greater Greater Washington](#):

## In Uber fight, Silicon Valley & Washington philosophies clash

by [David Alpert](#) • July 10, 2012 3:42 pm

Councilmember Mary Cheh (Ward 3) stepped into a firestorm yesterday when [car service Uber claimed](#) that the council was about to forbid lower prices for its service. This fight resembles so many policy debates around technology, because it's a choice between two fundamental philosophies.



Photo by Frank Gruber on Flickr.

Should a market have a number of rules which define ahead of time what companies can do, or should it create space for companies to try innovative things, knowing that many will fall amid competition? From Uber to patents to telecom policy, this is perhaps the central debate in technology policy today.

Cheh probably thought she was helping Uber. The company and DC regulators are [embroiled in a dispute](#) about whether the service is legal. That's because "black car" sedans can pick up passengers, but only to transport them for fixed fares determined ahead of time. Want to charge a rider by time and distance at the end of the ride? Then you're a taxi and have to charge set taxi rates, say DC regulators.

Uber claims their service is legal. Cheh's amendments would have made it unambiguously legal, but only so long as the service charges 5 times the price of a taxi for the "flag drop," the initial amount on the meter at the start of a ride. Perhaps not surprisingly, Uber's flag drop charge was exactly 5 times the current taxi flag drop fee.

The political details have been [reported widely in the press](#). Uber members flooded Council inboxes, and Jack Evans claimed to have received 5,000 emails. A number of councilmembers, like David Catania, said they didn't want to be setting policy around protecting the taxi industry, while Marion Barry stood with taxi drivers.

Cheh decided to pull her amendments to give her a chance to rework them, likely in consultation with Uber. She said she did consult with Uber and thought they had a compromise; Uber's CEO says they never agreed to this language.

This story is a classic case of Silicon Valley meets Washington, even more literally than usual. Many startup companies encounter the world of laws, lobbying and legislation and find the culture gap baffling. It's not just Congress (which, for that matter, steps all over the District of Columbia government all the time); it's state legislators too, like the California state senators who tried to ban Gmail when it came out.

Often in these kinds of cases, everyone means well. Cheh is one of the Council's most thoughtful members and a strong supporter of transportation choices. She's no enemy of innovation; her staff organized a ride in Google's self-driving car and she raved about the experience.

### **The permission model or the innovation model?**

But there is still a culture gap here. Specifically, there are two ways of thinking about how business meets law: the permission model and the innovation model. In one, there's some gatekeeper that has set out a list of things you can do and things you can't. If you want to do something different that nobody has done, you can get permission from that gatekeeper to allow it, if it has enough merit and/or you have enough influence. In the other, you can do what you want, unless it's so harmful that someone takes action to stop you.

Neither model is really purer or more original than the other. Some businesses have always worked according to one type, others in another. Mercantile England gave charters to companies to settle and trade in the New World. And the gatekeeper is not always the government. For instance, food marketing has always been more of a permission model: in order to get anyone to sell your new food, you have to get grocery stores to give it space on shelves, which generally means paying them.

Television has also always been a permission model. The first television networks got the rights to broadcast on certain frequencies from the government, which was the gatekeeper deciding which companies could be broadcasters and which couldn't. But when cable came along, the cable companies became the gatekeepers, and now they negotiate with channels about carrying their content or not; periodically, these negotiations spill out publicly when a channel runs ads saying that a cable company is going to cut off customers' access to that content.

Zoning converted an innovation model—you could build whatever you wanted—into a permission model where you have to get the okay from a zoning board to build something outside set parameters. The early frontier was more of an innovation model, where land was just about free and you could go set up a farm without having to buy someone else's land first.

### **The innovation model built Silicon Valley**

Silicon Valley enjoyed the innovation model for a very long time. The Internet and protocols like TCP/IP and email, developed by academics, allowed anyone on one system to connect to any other system and share information. People could build websites that didn't need to get permission from the equivalent of the cable company. AOL and similar services had a more cable-like online offering at first, but the open Internet won out because users preferred it.

That's starting to change in a few ways. One is that fewer cable and phone companies control access to subscribers, and are starting to try giving some favored applications more privileges, especially to get around data caps, than others. A second is patents.

Patents turn an innovation system into a permission system by carving up the space of possible things you could do but haven't yet, and giving them to anyone who comes along and pays a fee to grab that piece of idea land. Patents don't stop someone from building a product, but they do force them to check with everyone who has patents in the area first and get their permission.

That impedes someone from building a better website that effectively competes with an existing one. It even stops organizations like transit agencies from doing the mostly-obvious, like letting riders track trains and buses in real time, because a "patent troll" has the patent and wants to extract money from anyone stepping nearby.

A number of technology/policy/economics writers, like Tim Lee, have been talking about the destructive effects of patents for some time, but running into resistance from an interesting quarter: lawyers. It seems that most lawyers, accustomed to the world of law where everything is set up with a rule, find the permission system of patents more familiar and comfortable than the innovation model. The problem is, familiar doesn't mean good; patents are slowing down Silicon Valley and favoring large, established companies.

### **Uber brings the innovation model to permission-oriented taxi regulations**

What does this have to do with Uber? The Cheh amendment seems to be a standard regulatory approach. Uber may be illegal now. Pass a law that lets them do what they are doing. But to minimize the impact, limit the law to only let them do what they do now, and not just anything; if they want to do something else, maybe there can be another law.

Uber is coming at this from the Silicon Valley angle. Just do something and see if people like it. If they do, grow it. They understandably chafe at being given a box that circumscribes their existing business model but also walls off potential future directions they might evolve.

Riders also don't benefit from these rules. If Uber can compete with taxis, why not? Most people feel taxis could be a lot more comfortable, have better technology, and be safer. Giving riders more choices could mean some taxi companies thrive and others go out of business. That's competition, and it's healthy.

Cheh's bill also tried to address these taxi problems. It included provisions to force taxis to upgrade their equipment, start taking credit cards, and more. But it went about that, again, in a regulatory way. Rather than setting some standards (or just encouraging competition), it gave an exclusive contract to one company to put one set of technology in all cabs. That doesn't foster as much innovation as the alternative since the winner has the exclusive right to make the only product in this space.

The best way to improve taxis is to help riders find the best ones. Smartphone apps can start to do this and more and more people across the income spectrum are starting to have smartphones. As [I recommended in a Post op-ed in January](#), let's allow any company that meets certain minimum requirements to pick up customers who phone in or use a smartphone app. Hailing a cab on the street can keep working like it does today.

The one necessary element is to demand that each competing company publish its rates ahead of time in an open format. Then, riders can use one of many apps (which can themselves compete) to compare taxi rates and pick a cab company.

It's not the regulatory, permission-based way of solving the problem, but it's the one that will foster the most competition, innovation, and value for riders.

Kiara Pesante, MPA | **Communications Director**  
**Councilmember Mary M. Cheh (D-Ward 3)**  
Chair, Committee on the Environment, Public Works, and Transportation  
*The Council of the District of Columbia*

Direct: [REDACTED]

Mobile: [REDACTED]

[www.marycheh.com](http://www.marycheh.com)

**Follow me for news and updates: [@ChehPress](#)**

*Would you like to stay informed about Councilmember Cheh's [#Ward3DC](#) events and activities?*

*Join Mary's mailing list by clicking [here](#).*



**From:** [Anna John](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** I'm a constituent and I care about Uber  
**Date:** Tuesday, July 10, 2012 12:36:46 AM

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Mr. Graham and Mr. Brown:

I live in Ward 1 and I stand with Uber. I am appalled that with all the real challenges currently facing this city, D.C.'s taxi lobby is forcing the city council to intervene on its behalf in order to kill its competition. For shame.

D.C. taxis have every right to be worried-- they are filthy, unpredictable, unsafe and offer city residents a game of transportation roulette. Will I get a knowledgeable cab driver who safely delivers me to my destination via an honest route in a clean taxi? Or will I be forced to endure smoking, unprofessional cell phone conversations conducted at ear-splitting volumes, damaged back seats, cars with poorly functioning brakes, drivers who don't know how to get to well-known landmarks, circuitous routes intended to pad my fare and other nightmarish situations? Is it any wonder that the people of this city have clamored for and embraced Uber, an innovative alternative to those awful scenarios?

Why is the City Council preventing us from voting for Uber with our dollars? We don't have the right to vote any other way in this city-- please stay out of this fight. Leave Uber alone and focus on the plethora of real problems our city has. I implore you both-- strike down the minimum fare language from the Uber Amendment and get on with real council business.

Sincerely,

Anna John

--

**Anna John**

Writer | Social and Online Media Consultant | Co-founder of [Sepia Mutiny](#)

**fiction:** [A Hairy Situation](#)

**tweets:** <http://twitter.com/suitablegirl>

**From:** [Paul Rosenzweig](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** I'm a Uber user  
**Date:** Monday, July 09, 2012 5:00:30 PM

---

And I support allowing Uber to use a flexible fee system. I support deleting the Minimum Fare language from the legislation being considered .... Don't support an inefficient monopoly by forcing us to pay higher prices.

Paul Rosenzweig

O: +

M: +

Check out our travel blog: [www.paulandkatyexcellentadventure.blogspot.com](http://www.paulandkatyexcellentadventure.blogspot.com)

**From:** [Psic. Bruno A. Pradal](#)  
**To:** [REDACTED]  
**Subject:** I'm really worried  
**Date:** Tuesday, July 10, 2012 12:17:43 PM

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What I'm worried about is that I am starting my career as an entrepreneur. At the age of 35 this may seem as madness to many, but what encourages me, is that there's always room for improvement if one is willing to put the benefit for the customer as the #1 priority. That's where financial success is found.

Preventing Uber from lowering its prices won't help economy. Neither will improve the taxi service. We're not in this earth to play small, we're here to challenge ourselves everyday and move the human race forward. Even with things that may seem ordinary in the big scheme.

Make yourselves better than yesterday. Do the right thing and **strike down the minimum fare language from the Uber amendment.**

Thank you for your attention. Wish you the best.

Bruno A. Pradal

p.s. Babies may prefer to be always in their mother's arms but we have to force them to walk, even if they whine all along. Maybe is time to help the taxis to stop crawling and start walking.

**From:** [Lymari Morales](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Improve options for all riders by striking down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 6:54:11 PM


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Dear City Council Members,

I am a working professional living in DC without a car and have been pleased by the excellent alternative travel options provided by Uber. The service compliments the cab service that is already available and adds a level of reliability, convenience and ease that was not previously available. I would of course appreciate having this service available at a lower price, competitive with other cities, and would encourage you to strike down the minimum fare language from the Uber Amendment. DC should support a free market where the best service is available at the lowest possible price. Many of our city taxi drivers could certainly provide much better service than they currently do and having a new competitor can only help to expedite that process, for the benefit of all riders - whether they take a taxi or Uber. Also, DC has come so far in recent years.. We don't want to get left behind while other cities press forward.

Thanks for taking this additional step to making DC a great place to live.

Thanks,  
Lymari Morales

  
Washington DC 20005

**From:** [John Ingold](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** In opposition to Sedan Minimums  
**Date:** Monday, July 09, 2012 10:40:18 PM

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Council Member Wells,

I was a Ward 6 resident for 8 years before moving to Ward One. Although you are no longer my council member, I write you because you have confirmed your plans to run for mayor.

I encourage you to oppose the proposed addition of sedan minimums. I applaud efforts to establish the necessary regulatory framework to legalize and govern services such as Uber, but believe proposed section 8C would set a punitively high minimum that only hurts DC residents like myself.

The sad truth is that taxi service in the District is a hit or miss affair that would benefit from competition. As you well know from reaction to current modernization efforts, our taxi owners buck every effort to provide us safer, more reliable, more convenient, and more transparent service. I have never used Uber and have no stake in their success - but I do have an interest in the success of our city.

Please vote no on the current amendment.

Sincerely,

John Ingold

**From:** [Will Haun](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Re: In opposition to the "Minimum Fare" language  
**Date:** Tuesday, July 10, 2012 3:40:59 PM

---

Dear Mr. Wells:

I wanted to briefly congratulate you in regard to your amendment to strike the proposed minimum fare language from the "Uber Amendment." I am grateful for any time you took in reading my thoughts.

Respectfully,  
William Haun

On Mon, Jul 9, 2012 at 7:04 PM, Will Haun <[REDACTED]> wrote:

Dear Mr. Wells:

My name is William Haun, and I reside at 700 7th Street SW, and I, like you, am a graduate of the Catholic University of America, Columbus School of Law (having just received my J.D. this past May). I am writing to you in regard to the profound unwisdom present in the Council's proposal to set the Uber car service's minimum fare at no less than five times the minimum fare of a taxi cab.

First, the only true way to measure the value of any service is to have its price be measured within the marketplace of those who actually consider patronizing it. Imposing minimum fares of any kind are arbitrary measurements because they are based on static considerations at best (the given economics of the moment), and because this fare is derived by political actors within the political process, they can be based on primarily (if not entirely) on political considerations at worst. The fact that the establishment of such a minimum may be well-intentioned by the Council does not change these inherent risks to government intervention. A good major premise, as you know, does not guarantee a good conclusion when the minor premise -- the realities and peculiarities of every individual's decisionmaking process in the broader economic marketplace -- are largely unknowable and certainly unable to be captured at one moment in time and imposed upon as a constant via an enduring law. It was for this reason that the Nobel Prize-winning economist F.A. Hayek once said, "the curious task of economics is to demonstrate how little men know about what they imagine they can design."

This inability to legislate economic reality leads me to my second point: practical consequence. By offering a competitively-priced alternative to taxi cabs, one that takes credit cards, provides a more aesthetically pleasing ride, does not impose arbitrary surcharges, and grants more professional service, Uber provides what was heretofore denied to D.C. taxi users: economic choice. This choice arose only through natural competition -- the type that grows jobs and improves products, the type that, without which, there would be little point in having a marketplace at all. The creators of Uber saw the severe deficiencies within the D.C. taxi cab system and responded in an entrepreneurial fashion to the benefit of D.C. citizens in general. To impose upon this creation would be to condescend to the ability of consumers to decide a superior service for themselves. It is ironic that an elected official, whose entire office relies on public trust, would be willing to support a measure that is premised upon mistrust toward the very citizens that are asked to trust you.

Ultimately, this is indeed a question of trust. We trust you not because you have a better sense of judgment than your constituents, but because we have determined your judgment to be worthy of our own so as to act in our stead. Since Uber's arrival, your constituents have responded to its service with their business and received its conveniences. Please trust our judgment to know when a product is truly no longer worthy of our business, rather than usurping our ability to make that judgment by depriving D.C. taxis of any meaningful competition.

Respectfully,

William Haun.

--

William J. Haun, J.D.

--

William J. Haun, J.D.

**From:** [Will Haun](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** In opposition to the "Minimum Fare" language  
**Date:** Monday, July 09, 2012 7:04:44 PM

---

Dear Mr. Wells:

My name is William Haun, and I reside at 700 7th Street SW, and I, like you, am a graduate of the Catholic University of America, Columbus School of Law (having just received my J.D. this past May). I am writing to you in regard to the profound unwisdom present in the Council's proposal to set the Uber car service's minimum fare at no less than five times the minimum fare of a taxi cab.

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Ultimately, this is indeed a question of trust. We trust you not because you have a better sense of judgment than your constituents, but because we have determined your judgment to be worthy of our own so as to act in our stead. Since Uber's arrival, your constituents have responded to its service with their business and received its conveniences. Please trust our judgment to know when a product is truly no longer worthy of our business, rather than usurping our ability to make that judgment by depriving D.C. taxis of any meaningful competition.

Respectfully,



William Haun.

--

William J. Haun, J.D.

**From:** [Chris Comis](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** in support of Evans alternative to Uber amendment  
**Date:** Tuesday, July 10, 2012 10:57:49 AM

---

DC city council members,

It is my understanding that there is an amendment being introduced by member Jack Evans that has no minimum fare requirement for sedan services. i urge you to consider the interests of those of us who benefit most from a reliable and affordable mode of transportation that is not currently offered by the existing taxicab system in DC.

Good luck getting a cab if you are:

- a black person hailing a cab
- requesting pickup in NE
- a single rider hailing late on weekend nights

This is a sampling of my experiences in DC and I am just one guy who works late and doesn't have my own car. I am certain that there are many of others out there who have similar horror stories about DC taxis. A minimum fare is a disservice to your constituents

Regards,

--

Chris Comis

**From:** [Mike Welch](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** In support of the Uber amendment proposed by Councilmember Jack Evans to remove the minimum fare requirement  
**Date:** Tuesday, July 10, 2012 3:12:33 PM

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Dear DC City Councilmember-

I write in support of the amendment proposed by Councilmember Jack Evans to remove the Uber minimum fare requirement from your currently considered legislation. I use Uber several times a week, most often traveling home from the office at very late hours when it can be difficult and dangerous to search for a taxi. Uber is the perfect solution because Uber cars come immediately to my location, unlike cabs which never show up, and they bill directly to my credit card inclusive of tip, unlike cabs that bicker over exact change and complain about tips after poor service. If it was up to me, I would never take a taxi again because the service they provide is atrocious. Taxi drivers use routes to purposely increase fares, constantly talk on the phone instead of paying attention to safety, and are often rude. In addition, at least three times a week a taxi refuses to allow me into the car upon hearing my address because they would prefer to wait for a bigger fare instead of driving me home. Alternatively, Uber drivers are polite, respectful, and efficient. Further, I've never had an Uber driver be less than excited about driving me somewhere, home or otherwise, regardless of the size of that fare or whether it is in the direction they wish to drive. I completely understand why the taxi drivers want you to stop Uber's success; taxis will no longer be able to treat customers poorly because there would be an alternative transportation option. Uber provides competition, the life blood of our economy, and the DC City Council should be promoting Uber's entry into the market, not stifling it in fear of backlash from the taxi commission.

Have some courage and adopt the amendment proposed by Councilmember Jack Evans to remove the minimum fare language from the legislation. Let the market decide which transportation service to use.

Best regards,  
Michael Welch  
Home owner in Washington DC  
Attorney at Jones Day, Washington DC

**From:** [Mike Welch](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** In Support of Uber  
**Date:** Monday, July 09, 2012 5:17:28 PM

---

Dear DC City Council-

I write in support of Uber and to say that you should remove the minimum fare language from your currently considered legislation. I use Uber several times a week, most often traveling home from the office at very late hours when it can be difficult and dangerous to search for a taxi. Uber is the perfect solution because they come immediately to my location, unlike cabs which never show up, and they bill directly to my credit card inclusive of tip, unlike cabs that bicker over exact change and complain about tips after poor service. If it was up to me, I would never take a taxi again because the service they provide is atrocious. Taxis use routes to purposely increase fares, the drivers constantly talk on the phone instead of paying attention to safety, and driver are often rude. In addition, at least three times a week a taxi refuses to allow me into the car upon hearing my address because they would prefer to wait for a bigger fare instead of driving me home. Alternatively, Uber drivers are polite, respectful, and efficient. In addition, I've never had an Uber driver be less than excited about driving me somewhere, regardless of the size of that fare or whether it is in the direction they wish to drive. I completely understand why the taxi drivers want you to stop Uber's success; taxis will no longer be able to treat customers poorly because there would be an alternative transportation option. Uber provides competition, the life blood of our economy, and the DC City Council should be promoting Uber's entry into the market, not stifling it in fear of backlash from the taxi commission.

Have some courage and remove the minimum fare language from the legislation. Let the market decide which transportation service to use.

Best regards,  
Michael Welch  
Home owner in Logan Circle  
Attorney at Jones Day, Washington DC

**From:** [Lilli M. Scheye](#)  
**To:** [Lilli M. Scheye](#)  
**Subject:** in support of UBER  
**Date:** Monday, July 09, 2012 5:02:42 PM

---

Strike down the MINIMUM FARE language from the [Uber Amendment](#).

Let's have a free marketplace and not one that is geared to supporting the taxi lobby. Taxis in DC are uniformly denounced as among the worst in the country. Make the market free and allow UBER to compete.

**From:** [Nick Boyle](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** In Support of Uber  
**Date:** Monday, July 09, 2012 5:04:07 PM

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David

I am a long time DC resident. We have met at a bunch of events, including at a fundraiser a while ago hosted by my friend Jane Saunders.

I am a huge user of the Uber car service, as is my wife. It is a terrific alternative to DC cabs. Clean, safe, responsive and well run. While I still take cabs, Uber provides an excellent second option, and some much needed competition. I don't need to tell you that the cabs in DC have many shortcomings.

I understand that tomorrow the DC City Council is considering an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form. I am writing to ask you to do whatever you can to make sure that such an amendment does not pass.

Thanks very much for your help.

Nick Boyle  
[REDACTED]  
[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** In support of Uber  
**Date:** Tuesday, July 10, 2012 10:28:57 AM

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Hello,

As a DC resident and DC-small business entrepreneur in the mobile app space -- I write to express my strong support for the UBER system and in opposition to any government intervention in this space.

The DC Taxi system is a disgrace, in terms of the service, and the fact that one can rarely pay for a fare by credit card.

Also, as a member of the Wardman Court Condo board/community, I know my many neighbors feel likewise.

Likewise, as an app developer and social media company, we will broadly publicize the results of this vote.

It is my hope that you consider the impact of this action in advance of the vote. Please do not legislatively intervene in this market and interrupt the UBER service.

Thank you  
CHRIS KATOPIS

**From:** [Mark Mason](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** In support of Uber - Strike down minimum fare amendment  
**Date:** Monday, July 09, 2012 8:40:17 PM

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Councilman Wells,

I hope this finds you well.

I write to you today in support of Uber, a phenomenal organization that has filled a vacuum in DC's transportation system left by the under-investment of the taxi industry in their own competitiveness. The only reason Uber is competitive in today's transportation sector is that they are providing a service that DC taxi's do not (primarily accepting credit cards, although newer and cleaner cars are also a plus). DC cabs have been able to run the same cabs (many of which are now disgustingly old) and refuse to take credit cards due to the regulatory structure in place that limits competition. Now that Uber has started to challenge the industry, and deliver a low-cost option that can more directly compete with the fare structure of taxi's, they are again up in arms and trying to use the abusive arm of regulation to reinforce their monopoly.

As a management consultant, I travel around the United States and the world on a weekly basis. I have been to cities large and small, in countries that don't begin to measure up to the U.S. However, rarely do I see a taxi industry in such wide disrepute and disrepair as the one in DC. The idea that the capital of the US has an entire taxi industry that cannot take credit cards is a constant embarrassment. I cannot name a single other major city in the US that has this issue.

The industry will clearly not change on its own, as they have had ample opportunity to do so as credit cards (or other non-cash means) have become the standard method of payment for a vast majority of Americans. Please, I beg of you, do not fall in to the trap of giving in to a special interest industry and pass legislation that would negatively impact the vast majority of DC residents while reinforcing the disgraceful behavior and history of under-investment that is the legacy of the DC taxi industry and the DC cab commission.

I look forward to hearing about your vote to strike down this clearly targeted and malicious amendment.

Best,

Mark R Mason



**From:** [Mark Mason](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** In support of Uber - Strike down minimum fare amendment  
**Date:** Monday, July 09, 2012 8:36:30 PM

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Councilman Catania,

I hope this finds you well.

I write to you today in support of Uber, a phenomenal organization that has filled a vacuum in DC's transportation system left by the under-investment of the taxi industry in their own competitiveness. The only reason Uber is competitive in today's transportation sector is that they are providing a service that DC taxi's do not (primarily accepting credit cards, although newer and cleaner cars are also a plus). DC cabs have been able to run the same cabs (many of which are now disgustingly old) and refuse to take credit cards due to the regulatory structure in place that limits competition. Now that Uber has started to challenge the industry, and deliver a low-cost option that can more directly compete with the fare structure of taxi's, they are again up in arms and trying to use the abusive arm of regulation to reinforce their monopoly.

As a management consultant, I travel around the United States and the world on a weekly basis. I have been to cities large and small, in countries that don't begin to measure up to the U.S. However, rarely do I see a taxi industry in such wide disrepute and disrepair as the one in DC. The idea that the capital of the US has an entire taxi industry that cannot take credit cards is a constant embarrassment. I cannot name a single other major city in the US that has this issue.

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I look forward to hearing about your vote to strike down this clearly targeted and malicious amendment.

Best,

Mark R Mason

**From:** [Mark Mason](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** In support of Uber - Strike down minimum fare amendment  
**Date:** Monday, July 09, 2012 8:27:12 PM

---

Councilman Brown,

I hope this finds you well.

I write to you today in support of Uber, a phenomenal organization that has filled a vacuum in DC's transportation system left by the under-investment of the taxi industry in their own competitiveness. The only reason Uber is competitive in today's transportation sector is that they are providing a service that DC taxi's do not (primarily accepting credit cards, although newer and cleaner cars are also a plus). DC cabs have been able to run the same cabs (many of which are now disgustingly old) and refuse to take credit cards due to the regulatory structure in place that limits competition. Now that Uber has started to challenge the industry, and deliver a low-cost option that can more directly compete with the fare structure of taxi's, they are again up in arms and trying to use the abusive arm of regulation to reinforce their monopoly.

As a management consultant, I travel around the United States and the world on a weekly basis. I have been to cities large and small, in countries that don't begin to measure up to the U.S. However, rarely do I see a taxi industry in such wide disrepute and disrepair as the one in DC. The idea that the capital of the US has an entire taxi industry that cannot take credit cards is a constant embarrassment. I cannot name a single other major city in the US that has this issue.

The industry will clearly not change on its own, as they have had ample opportunity to do so as credit cards (or other non-cash means) have become the standard method of payment for a vast majority of Americans. Please, I beg of you, do not fall in to the trap of giving in to a special interest industry and pass legislation that would negatively impact the vast majority of DC residents while reinforcing the disgraceful behavior and history of under-investment that is the legacy of the DC taxi industry and the DC cab commission.

I look forward to hearing about your vote to strike down this clearly targeted and malicious amendment.

Best,

Mark R Mason

**From:** [Mike Bowerman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** innovation and free-enterprise, not price-fixing  
**Date:** Tuesday, July 10, 2012 12:10:10 PM

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Dear Washington DC Council Members,

You have a unique opportunity to advance not only your city but the world today by striking down the minimum fare language of the Uber Amendment. Such legislation would only damage innovation in transportation and slow progress. Its effects would be still more far-reaching however, as it would also send a signal that innovation will be stifled to other sectors and increase the risks to entrepreneurs.

I hope that you take this opportunity to stand-up for the innovators of Washington DC, the United States of America, and the world.

Best, thank you for taking the time to consider this perspective,  
Mike

--

Mike Bowerman  
[REDACTED] (Calgary, AB, Canada)  
skype: mjbowerman  
twitter: mjbowerman  
[www.meetup.com/Innovation-Exchange/](http://www.meetup.com/Innovation-Exchange/)

**From:** [Valerie Cudnik](#)  
**Subject:** Innovation or Cronyism?  
**Date:** Tuesday, July 10, 2012 10:21:54 AM

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As an entrepreneur, I'm am stunned at the DC government's blatant attempt to stifle innovation and business growth with the Uber amendment. Passing legislation aimed at a single business in order to protect it's competitors is wrong on so many levels. It goes against the very principles of free enterprise.

The world (and the millions of readers of Tim Ferris' blog and books) will be watching. I strongly urge you to do the right thing and strike down this piece of legislation.

<http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action>

Kindest regards,  
Valerie Cudnik  
Business Owner and Voter

**From:** [Carl Winans](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Innovators or Incumbents?  
**Date:** Tuesday, July 10, 2012 10:59:11 AM

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I would like to ask you to strike down the MINIMUM FARE language from the *Uber Amendment*. The minimum fare is an attack on start-ups and hinders innovation.

Please tell me what your position in this matter is. The question is: Are you in favor of innovators or incumbents?

Your name and response will be published in a blog of a 1,000,000 + readers. If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Best,  
Carl

**From:** [Ash Gilmore](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Intentions  
**Date:** Tuesday, July 10, 2012 2:27:40 PM

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DC City Council,

I don't know what your opinions are on the UBER amendments, but supporting them would be wrong. Disrupting the market place in a manner like this is no better than stealing. In fact it is stealing the rights of one business to innovate in order to protect another from not having to do so. Innovation will be the driving force that brings us out of a recession and into the future.

I feel compelled to write this email because even though I don't live in DC now I would like to think that if I ever did I would have the opportunity to create something innovative and not have it squashed by unconstitutional legislation.

Passing these amendments would not only be wrong and unconstitutional, but also laughable and disgraceful.

Regards,

Ashley

--

Ashley Gilmore  
Dablz Group, LLC

[REDACTED]

C: [\(253\)](#)

O: [\(425\)](#)

[REDACTED]

**From:** [Julie Moore](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Jack Evans" amendment  
**Date:** Tuesday, July 10, 2012 2:41:21 PM

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I just learned that Councilmember Evans introduced an amendment to require no minimum pricing for Uber. I ask that all of you support this and will be watching your votes. Your future support from me on any issue rests on this, and I never say this lightly.

Julie Moore  
Washington, DC

On Jul 10, 2012, at 9:13 AM, Julie Moore wrote:

Chairman Mendelson, Councilman Evans, and other City Council members:

I am a Uber client and love the service. It's a wonderful alternative to an unreliable and poorly run taxi system that we have in our city. With the Uber amendment that you're voting on today, and which you did not give the community time adequate time for comment, that same taxi system is seeking protection under this amendment.

I cannot believe that you would deprive D.C. residents a **choice** and **alternative** to what is the poorest taxi system I've encountered in the U.S. It is an embarrassment.

I urge that you vote down the minimum fare language in the Uber amendment today. This is just wrong on so many levels. As an **active** city resident, I will be watching your votes. Any of you who vote for the minimum fare language will answer for it at the polling booth; I will never support any of you for your current office, a run for mayor or any other higher office. In fact, I will oppose you. Thousands of others will do the same thing, as this has been going viral.

Julie Moore  
Washington, DC

**From:** [Terry Carter](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Jack Evans" amendment to Uber pricing  
**Date:** Tuesday, July 10, 2012 2:30:44 PM

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Now that Jack has introduced an amendment to set no minimum pricing for Uber, I urge all of you to support it. As I stated below from my message to you yesterday, your vote will be noted and have a permanent effect of my support for any of you running for any office. Please do the right thing.

Terry Carter  
Washington, DC

On Jul 9, 2012, at 5:37 PM, Terry Carter wrote:

I am urging each one of you to vote down the minimum fare language tomorrow in the Uber amendment. I and countless other D.C. residents are sick and tired of corruption in this city. Haven't you had enough? Really, haven't you? Vincent Gray is on his way out with the news today, and will take the same walk of shame that other city leaders have recently. Yet, the taxi industry is well known for its corrupt influence on city politics. I am also sick of substandard taxi service, with indifferent and sometimes incompetent drivers who can't be counted on to arrive on time for a pick up, make you ask them to roll up the windows and turn on the A/C, drive old and dirty cars, talk on the phone while driving, and can't (or won't) take the most efficient routes.

With Uber, I and many others can **finally** get picked up in a nice and clean car, with a courteous driver and a system that keeps you fully informed. Then, you get to give feedback on the driver. Feedback; imagine that if a similar system was in place with District taxi drivers. You wouldn't even want to know.

Please vote against this and quit protecting an incompetent and inefficient taxi system that disgraces our city. Give us choice, and give this embarrassing taxi system some competition. It just might make it improve.

Your votes tomorrow will have a permanent effect on my support of any of any of you for any future office you seek. I have scores of friends who also use Uber, and you can count on the same thing.

Do the right thing. Vote against this anti-competitive language in the amendment. Please do your part to put some integrity back into our disgraced city. Maybe one day we'll again have hope of representation in Congress. But the events of this year have killed that possibility for a long time.

I would appreciate hearing back from each one of you in advance as to what your vote will be.



Terry Carter  
Washington, DC

**From:** [Budoff, Jennifer \(Council\)](#)  
**To:** [Joyner, Angela \(Council\)](#); [Moir, Thomas \(COUNCIL\)](#); [Dee, Michelle \(Council\)](#)  
**Subject:** james fallows now writing about uber...  
**Date:** Tuesday, July 10, 2012 1:18:25 PM

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<http://www.theatlantic.com/national/archive/2012/07/uber-vs-washington-dc-this-is-insane/259614/>

**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Jordan Haverly posted on DC Councilmember Tommy Wells's Wall  
**Date:** Monday, July 09, 2012 6:01:58 PM

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facebook



**Jordan Haverly posted on DC Councilmember Tommy Wells's Wall**

"I'm one of your constituents and I urge you to let the free market - not the city council - set fares for commercial transportation vehicles. Please don't punish entrepreneurs by over-regulating [Uber](#) into a one-size-fits-all model created by a powerful special interest lobby. "

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Reply to this email to comment on this Wall post.

[View Post](#)

This message was sent to [REDACTED] If you don't want to receive these emails from Facebook in the future, please click: [unsubscribe](#).  
Facebook, Inc. Attention: Department 415 P.O Box 10005 Palo Alto CA 94303

**From:** [Chris Dorsey](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** KEEP UBER  
**Date:** Monday, July 09, 2012 4:48:36 PM

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I am a regular UBER user and would prefer to keep it that way.

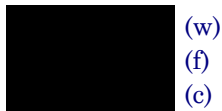
I use them not only for personal reasons, they have made it possible for my 71 year business to stay in operation. I service attorneys from Alaska/Hawaii to Guam file and serve Supreme Court legal briefs. For less than \$30 I have been provided a service that will RELIABLY!!!! Pick me up and take me to the Supreme Court to file briefs, followed by a stop at FedEx to serve them and deliver client copies, ending with a return visit home, which is also located in your district, behind my shop and on the same block Gin June was Shot (Grace's Deli).

This method of transportation is cost effective and SAFE! WE all remember June, my neighbor on H street who was shot just 2 weeks ago....I don't intend to be the next victim outside my shop AND HOME. UBER has provided me with safe transportation.

Thank you  
Chris Dorsey

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Washington, DC 20002



**[www.wilsonepes.com](http://www.wilsonepes.com)**

**ExchangeDefender** Message Security: [Check Authenticity](#)

**From:** [Melody McCloskey](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Keep Uber alive  
**Date:** Monday, July 09, 2012 6:33:04 PM

---

Hi,

Preventing Uber from operating at a competitive price is beyond ridiculous. Any effort to prevent reliable, cost-effective transportation is against everything America stands for, not in our the government's or consumer's best interest and can only be driven by ulterior motives.

Keep Uber running!

Melody

--

Melody McCloskey | CEO  
<http://styleseat.com>

----- Forwarded message -----

**From:** Travis, Uber CEO <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 1:40 PM  
**Subject:** Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**To:** Melody Mccloskey <[REDACTED]>

## Un-Independence

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

**Strike down the MINIMUM FARE language from the [Uber Amendment](#).**

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#)
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@marycheh](#)
- **Michael Brown**, at-large, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@tommywells](#)
- **Yvette Alexander**, Ward 7, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@cmyma](#)
- **Marion Barry**, Ward 8, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@marionbarryjr](#)
  
- **David Catania**, at-large, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\) \[REDACTED\]](#) [\[REDACTED\]](#) [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



---

Uber Technologies, Inc.  
182 Howard Street, #8  
San Francisco, CA 94105

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 [@Uber\\_DC](#)

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Keep Uber alive- Strike down 8(c)  
**Date:** Monday, July 09, 2012 5:53:14 PM

---

Dear Councilman Catania,

In the 10 years that I have been a resident of DC, this is the first time that I have felt compelled enough to appeal to you on a matter. Recently, we as residents already saw an almost 40% increase in our taxi fares, making us more expensive than other metropolitan areas such as Chicago and New York. Now, we are under the threat to be further beholden to the taxi industry lobby with the proposal that would essentially kill the service provided by Uber.

Uber, through its service of connecting sedans to customers, has been providing a viable and reliable service to many of us in the community. It provides an alternative to the taxi industry, which most often refuses to accept credit cards and with service levels barely at par. The proposal to make sedans charge at least five times cab fare is a blatant sign of favoring an industry lobby, rather than looking out for the welfare of consumers.

As such I urge you to strike down the proposal that would essentially result in the end of sedan services in the district and a monopoly by the taxi industry.

Sincerely,

Jozef Henriquez

[REDACTED]  
[Washington, DC 20009](#)



**From:** [Patrick Ercole](#)  
**Subject:** Keep Uber Alive!  
**Date:** Monday, July 09, 2012 7:12:19 PM

---

What a terrible example you are setting by preventing Uber from breeding competition to transportation in DC!

I don't even live in DC, but, when I visited, how nice it was to have a reliable, clean, and NON-CASH option for getting around town.

Uber's model is the future of private transportation. Wise up and get rid of the Minimum Fare language from the Uber Amendment.

Sincerely,  
Patrick Ercole

**From:** [Cody Whitaker](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Keep Uber, drop DCTC  
**Date:** Monday, July 09, 2012 6:35:09 PM

---

Hello Council Member,

As a resident of the District of Columbia that chooses not to take advantage of the DC Taxi Cab service, I would like to express my complete and utter support for Uber transportation services. As someone who has traveled all over the US and globe, DC cabs are by far the worst. The service is absolutely terrible and the prices are astronomical. There should be no reason a person should be charged an additional \$4 for use of the trunk after a splurge at Target. Completely absurd. I love when the taxi cab commission threatens to strike, because the city would be better off. Having a cab drive off because they do not want to go to that part of town or neighborhood is absolutely insane.

I do hope that you will consider the voices of the District and vote to keep Uber alive!

All the best,

Cody Whitaker



Washington, DC 20009

**From:** [Matthew P. Coughlin](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Kill the Uber Amendment - Support fair competition for startups in DC  
**Date:** Tuesday, July 10, 2012 11:50:32 AM

---

Mr Brown,

I am writing to you to express my concern and disappointment over the minimum fare language included in the Uber taxi service legislative amendment that is under review in your council today.


This amendment is a clear and unabashed attempt by the taxi industry to protect their own profits at the expense of consumers, fair competition, and the American culture of innovation.

Are you a government leader who supports innovation, small businesses, and a fair competitive landscape for startups and newcomers in all industries? Or are you just a politician who wants to protect the status quo and the financial interests of a (corrupt) industry lobby?

I support innovation, fair competition, and the American dream for startups, small businesses, and consumers. I urge you to strike down the unfair and un-American anti-competitive language in the Uber amendment.

Your response will be made public. Do the right thing.

Thanks,

Matt Coughlin  
Repair Development Engineer  
TMP Engineering, CRRE Group  
Solar Turbines  


Thanks for this.

Kevin

**Kevin Stogner**  
General Counsel

Committee on Finance and Revenue  
The Honorable Jack Evans, Chair  
1350 Pennsylvania Ave NW, Suite 114  
Washington, DC 20004  
Phone: [REDACTED]  
Fax: [REDACTED]  
Email: [REDACTED]  
[www.jackevans.org](http://www.jackevans.org)



**From:** Rachel Holt [mailto: [REDACTED]]  
**Sent:** Tuesday, July 10, 2012 1:14 PM  
**To:** Stogner, Kevin (Council)  
**Cc:** Bailey, Claude E.  
**Subject:** language for amendemtn.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

--

Rachel Holt  
Uber DC General Manager  
[DC](#) | [Twitter](#) | [Facebook](#) | [Blog](#)

**From:** [Rachel Holt](#)  
**To:** [Stogner, Kevin \(Council\)](#)  
**Cc:** [Bailey, Claude E.](#)  
**Subject:** language for amendemtn.  
**Date:** Tuesday, July 10, 2012 1:14:22 PM

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[REDACTED]

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[REDACTED]

[REDACTED]

--  
Rachel Holt  
Uber DC General Manager  
[DC](#) | [Twitter](#) | [Facebook](#) | [Blog](#)

**From:** [Kevin Hill](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** LEAVE UBER ALONE  
**Date:** Tuesday, July 10, 2012 9:59:54 AM

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Hey guys,

Just wanted to put my 2 cents in on your Uber Amendment. So there's this thing called the free market that says competition is good. Great even. And it is. For years now the DC Cab system has sucked. I mean, who enjoys getting in a cab at 1am on U Street, telling the driver where you want to go and having them tell you "no way, not this time of night." Sure they're not SUPPOSED to do that, but come on.

I used Uber for the first time this weekend to get home from Rosslyn and honestly, the experience was so good that given the current state, I'll never use a DC Cab again. FREE MARKET IN ACTION. Instead of tarnishing the councils image more by essentially getting paid by the taxi lobby to keep all competition out of the area, maybe you should take a look at Uber's model and learn from it. COMPETE.

Seriously guys. this is just f@#@ing embarrassing.

--

Kevin Hill

[REDACTED]

[REDACTED]

[REDACTED], DC 20002

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [bill starrels](#)  
**To:** [Evans, Jack \(COUNCIL\)](#)  
**Cc:** [Werner, Ruth \(COUNCIL\)](#)  
**Subject:** Legislation on Uber, etc  
**Date:** Monday, July 09, 2012 10:02:54 PM

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Jack,

**What is the point of this type of legislation? Why would the Council go to such lengths to protect the taxi industry in DC?**

Thanks,

**Bill Starrels**

### **NBC Washington**

The D.C. Council votes tomorrow on a bill that would require sedan car services like Uber to charge at least five times the minimum fare charged by cabs. Such legislation would make it illegal for Uber to operate at a cheaper price point than traditional taxi services. Tonight at 11 p.m., News4 speaks with Uber CEO Travis Kalanick on the taxi debate.

CHIME IN: Do you think the proposed legislation is fair? Whose side are you on in the taxi wars?



**From:** [dillon.tedesco](#)  
**To:** [Barry, Marion \(COUNCIL\)](#)  
**Cc:** [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Let Innovation Flourish In Our Great City  
**Date:** Monday, July 09, 2012 5:30:25 PM

---

Good afternoon DC City Council,

My name is Dillon Tedesco and I am a transplanted DMV resident for four years now. I am from Williamsport, Pennsylvania, a town of less than 40,000 in the middle of the state, which is now the Marcellus Shale boom city of the region. I lived there for 18 years before graduating college and moving here to pursue my post-graduate career. I live with my girlfriend in downtown Bethesda and as a 26 year old, I frequent restaurants, bars, and other attractions in various neighborhoods of DC. I ride the Red Line and Orange Line plus the Fairfax Connector bus to work everyday to do my part in helping grid lock and I avoid taking a DC cab at all costs 100% of the time. I opt to use my handy iPhone app called UBER and I have been doing so happily since the day I heard about it.

I am writing to you today to urge you to re-consider your stance on allowing UBER to bring a fleet of lower cost, hybrid vehicles to serve the citizens of the DMV. This is the most powerful city in the world, with what very well may be the most poorly run cab service of any major city...at least that I have ever been to. Our cab drivers turn the meter off, will not take you from a DC neighborhood to Bethesda, will literally speed off at the mere mention of crossing the DC/Maryland line and nearly run over your foot, they make up charges, don't take credit cards (not yet), and often are just flat out rude. UBER is none of those things and the complete opposite of all of them.

UBER not only runs a service that we in DC absolutely deserve, they do it efficiently, effectively, and with a smile on their face. At a time when every mode of transportation is increasing its prices, UBER is not only lowering them, but giving us an Eco-friendly alternative. How can you take that away from the hardest working citizens in the U.S.? I would love to speak to any one of your further about this, so feel free to contact me at any time.

I truly hope that you all make the right decision tomorrow and do what is best for this city and that is to allow it to grow, create, and innovate with a spectacular company like UBER.

Yours truly,

Dillon Tedesco

**From:** [Kevin Meehan](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Let it be  
**Date:** Monday, July 09, 2012 6:05:55 PM

---

David,

I've been in this city for 6 years and this is the most egregious attempt to prop up the cab industry I have ever seen. Please don't put a price floor on Uber services and support those of who matter- THE CUSTOMER.

Best,

--

---

Kevin C. Meehan  
[REDACTED]  
Washington, DC 20010  
[REDACTED]

**From:** [Josh Copus](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Let Uber do business in DC  
**Date:** Tuesday, July 10, 2012 2:29:41 PM

---

Dear Councilperson Catania,

I write today to ask that you strike down the amendment to the taxi modernization bill that makes it illegal, or, at the very least far more difficult for Uber to do business and makes it harder for the residents of the District to access reliable, affordable transportation alternatives.

As a resident of Ward 2, I request that you visit and review the following before casting your vote: <http://blog.uber.com/2012/07/09/uber-amendment/>

Please keep the DC transportation ecosystem competitive and support the kind of technology and innovation, for which Uber serves as a key example, that will continue to ensure that Washington, DC remains one of the best cities in the world to live, work, and play.

Thank you,

Josh Copus



**From:** [Dan Banks](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#)  
**Subject:** Let Uber have its hybrid fleet!  
**Date:** Monday, July 09, 2012 5:42:05 PM

---

Dear Council Members,

I read with regret that you plan to vote tomorrow for penalties, not progress. For the same old politics.

I ask you, let Uber launch it's hybrid fleet at the realistic price above the cab industry, but less than it's town car fleet. To me, it seems a brilliant business model that other cities have embraced. It should be rewarded, not punished. It supports everything that our president is trying to accomplish in this economy: smart energy, small business, new ideas, and cooperation. Wouldn't it be great to have the nation's capitol join the other leading cities?

Let's face it, the cab industry here has failed at even attempting to adapt to the changing DC transportation needs and expectations and is generally viewed as sub par to the rest of American taxi systems (Smoke-filled, gas guzzling, ill-equipped, sometimes sketchy, argumentative, constantly on their cell phones, no credit cards). I have had many good conversations with our rag-tag fleets, but honestly, I do not enjoy taking a taxi here, as the experience could turn disastrous at any given time. I imagine if you did some user research you would find this to be the

Uber would be filling a huge void in rider satisfaction, be attractive to visitors and tourists, and will obviously not undercut the cab industry in the slightest. The DC government has always been pushed over by the cabbies. It's time to stop this nonsense. Please do not punish ingenuity with short-sighted policies. It's time to change. Let change happen.

Thank you,  
Dan Banks  
DC resident and business owner, Ward 1

**From:** [Bruno](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Let uber lower rates!  
**Date:** Monday, July 09, 2012 10:18:51 PM

---

Mr wells,

I would like to urge you reconsider and vote in favor of lower rates. As a resident in the Hst area, i take a cab home all the time and uber is the best service around. The regular cabs always try to rip you off by adding extras or taking longer routes.

I appreciate your time  
Bruno

**From:** [Jon Eick](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Let Uber set their own/lower rates  
**Date:** Monday, July 09, 2012 5:05:59 PM

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Council members,

I'm writing to you with extreme concern about tomorrow's legislation, and i urge you to strike down the minimum fare language from the Uber amendment.

Since Uber became prevalent here in DC, it has been a godsend, and imparted me with a strong sense of safety in my travels. I can't tell you how many times I have needed to get a friend or co-worker home late at night after working - calling a cab yields no pick-up for potentially hours, no assurances that they'll even show up at all, and puts my co-workers, employees or friends at risk of having to walk miles home in the dead of night - where they represent prime targets for crime. By utilizing Uber I have been able to ensure that those around me can safely and reliably get home - and I get confirmation about their arrival. One can only imagine the number of late night muggings or robberies this service may have already saved. If Uber is not allowed to set rates at a fair market price, fewer people will have access to the service, and quite frankly, more men & women will be vulnerable to late night muggings or attacks.

I urge you to strike down the minimum fare language from the Uber amendment and allow more of your citizens to travel safely, with piece of mind and at an affordable rate. For a city that prides itself on good transportation options, why the heck would you even CONSIDER legislation that makes SAFE transportation more expensive and less accessible? That is the complete opposite of what we should be striving for in our community.

Thanks,

Jon Eick  
<http://www.sogoodblog.com>  
<http://twitter.com/sogoodblog>

**From:** [Anne Roberts](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Lowering rates for Uber  
**Date:** Tuesday, July 10, 2012 2:27:25 AM

---

I am a visually impaired 78 year old woman who lives on Veazey st. in NW. I cannot safely walk at night to the Metro or to search for a taxi, and taxis, because we are obviously out of the usual pattern do not come when called. I have waited for over an hour for one to arrive once promised. Uber, while expensive, is my only option if I want to go out to restaurants, films, friends. Lower costs would be wonderful for people like myself. Please reconsider. If taxis would respond usefully I and others like me, some who simply need a reliable service, would not need Uber. But as it is, we do.

**From:** [Robert Waldeck](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Make Uber Play Fair  
**Date:** Tuesday, July 10, 2012 9:43:03 AM

---

Mr. Brown:

My name is Robert Waldeck and I'm writing to ask you to make Uber play by the same rules as the rest of our taxis which must serve everyone, not just the well-off and those with access to the internet. I have lived in Ward One since 1998. I'm deeply involved in community affairs and represented the three restaurants in the Hear Mt. Pleasant fight to bring music to Mt. Pleasant restaurants.

I'm concerned about Uber. Cab rates and regulations are set by the government to insure that taxi service is provided to all at the same rate and to minimize the impact of under-service to areas where the less well-off live.

Uber's proposal to allow under-priced cabs will result in the magnification of issues of the less-well off being underserved. If one competitor, whose focus is on serving those with credit cards and access to the internet is allowed to undercut others, the result will be that taxis required by law to serve everyone and every area of the city will be put out of business via "special interest" legislation on the part of Uber.

The service will not be used by those without access to credit cards or the internet. Many in our city still lack access to either. Setting up a taxi service that serves only one group defeats the overall purpose of taxi regulation, which is to provide uniform services for all citizens.

Thanks,

Rob Waldeck

  
Robert P. Waldeck, The Law Firm of Robert P. Waldeck, PLLC



**From:** [Robert Waldeck](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Make Uber Play Fair  
**Date:** Tuesday, July 10, 2012 9:42:56 AM

---

Mr. Catania:

My name is Robert Waldeck and I'm writing to ask you to make Uber play by the same rules as the rest of our taxis which must serve everyone, not just the well-off and those with access to the internet. I have lived in Ward One since 1998. I'm deeply involved in community affairs and represented the three restaurants in the Hear Mt. Pleasant fight to bring music to Mt. Pleasant restaurants.

I'm concerned about Uber. Cab rates and regulations are set by the government to insure that taxi service is provided to all at the same rate and to minimize the impact of under-service to areas where the less well-off live.

Uber's proposal to allow under-priced cabs will result in the magnification of issues of the less-well off being underserved. If one competitor, whose focus is on serving those with credit cards and access to the internet is allowed to undercut others, the result will be that taxis required by law to serve everyone and every area of the city will be put out of business via "special interest" legislation on the part of Uber.

The service will not be used by those without access to credit cards or the internet. Many in our city still lack access to either. Setting up a taxi service that serves only one group defeats the overall purpose of taxi regulation, which is to provide uniform services for all citizens.

Thanks,

Rob Waldeck

  
Robert P. Waldeck, The Law Firm of Robert P. Waldeck, PLLC

**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Marie Francis posted on DC Councilmember Tommy Wells's Wall  
**Date:** Monday, July 09, 2012 10:50:58 PM

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facebook



**Marie Francis posted on DC Councilmember Tommy Wells's Wall**

"Tommy, please vote AGAINST forcing Uber to raise its rates. I'm appalled at the way this council has demonstrated it favors entrenched interests over enterprising businesses. This is also not fair to DC consumers who benefit from competition."

---

Reply to this email to comment on this Wall post.

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This message was sent to [REDACTED] If you don't want to receive these emails from Facebook in the future, please click: [unsubscribe](#).  
Facebook, Inc. Attention: Department 415 P.O Box 10005 Palo Alto CA 94303

**From:** [Michael DeCriscio](#)  
**Subject:** Meeting today  
**Date:** Tuesday, July 10, 2012 3:39:06 PM

---

Hello,

Please strike down the MINIMUM FARE language from the Uber Amendment in today's meeting.

If you vote in favor-- you are hurting small business. You are hurting the type of business that MAKES JOBS during a RECESSION!

Your votes will not be forgotten, no matter how you vote...

Thank you!

Mike

**From:** [REDACTED] on behalf of [Amy \[Tim Ferriss" Assistant\]](#)  
**Subject:** Message from my Boss, Tim Ferriss  
**Date:** Tuesday, July 10, 2012 12:58:13 PM

---

Dear Ladies and Gentlemen,

My boss, Tim Ferriss, mentions you all in a post he wrote about Uber in DC. His blog gets more than 1,000,000 unique visitors per month, and he was recently the #7 most powerful personality on Newsweek's "Digital 100 Power Index." He wanted me to pass this on, and respectfully asks you all to strike down the minimum fare language from the Uber Amendment, which he views as anti-innovation.

The post:

<http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/>

Sincerely,

Amy  
Executive Assistant to Timothy Ferriss

Author: The 4-Hour Body (<http://www.fourhourbody.com>)  
The 4-Hour Workweek (<http://www.fourhourblog.com>)  
<< and coming soon.... >>  
The 4-Hour Chef (<http://www.fourhourchef.com>)

Tim Ferriss Bio: [www.fourhourworkweek.com/blog/about](http://www.fourhourworkweek.com/blog/about)

+=====+

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

+=====+

**From:** [william.handy](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Michael Brown, please strike down the MINIMUM FARE language from the Uber Amendment!  
**Date:** Tuesday, July 10, 2012 11:14:07 AM

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**Please, Strike down the MINIMUM FARE language from the Uber Amendment!**

Dear Michael Brown,

Please vote against enacting a price floor to set Uber's minimum fare at **no less than 5 times a taxi's minimum fare**. By not voting against the amendment you are handicapping a reliable, high-quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. Uber is a small company that is trying to improve local transportation in this country because taxi companies are not innovating or improving service.

**It is hard for me to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians.**

So please, strike down the MINIMUM FARE language from the Uber Amendment in today's vote!

Thank you for your time,

William Handy

**From:** [Nick Owens](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Michael, please stop this anti Uber regime - from lowering prices? Goodness.  
**Date:** Monday, July 09, 2012 4:54:02 PM

---

Michael, I reside in Washington and find Uber and taxis to be reliable. I use taxis often and car services. I like a choice. Consumers enjoy choices. The market works and we should appreciate that in the nation's capital that would matter. Let's not pick winners and losers and legislate minimum prices. Goodness. What comes with this... Thank you for your consideration. I know thousands of the city residents and council's constituents support stopping this Anti-Uber regime.  
Best regards,  
Nick

Sent from my Verizon Wireless BlackBerry

**From:** [REDACTED] on behalf of [Jeff Wilson](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Millions of Small Businesses Await Your Response  
**Date:** Tuesday, July 10, 2012 8:47:39 AM

---

Dear Council Members,

I am the founder of a small business interview website ([www.GetThePhoneRingin.com](http://www.GetThePhoneRingin.com)) and a soon to be released iPad magazine for small businesses. It has come to my attention that you are faced with an increasingly controversial decision on the company Uber.

The small business community is very concerned that this will set a precedent against innovation and seems to support price fixing. I am sure that is not what you meant to inspire with this amendment, but that is the overwhelming feeling among millions of small businesses that are now hearing about this.

**We ask you to strike down the minimum fare language of the Uber Amendment.**

I am sure you have received more than a few requests already today and mine will be similar. Thousands of us will be sharing your response to this email on this blog post that reaches 1 million people directly and several more million when stories are shared... in addition to many millions more through our social media followings.

This could be a wonderful opportunity for you to receive positive press from your actions. Please protect the millions of small businesses that live for innovation and the 100's of millions of consumers that depend on it as well.

Many Thanks,

Jeff

**Just One Important Blog Post That Your Names Are Personally Listed On Already:** <http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/>

**From:** [Emily Zandy](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fair / UBER Amendment  
**Date:** Monday, July 09, 2012 5:06:54 PM

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As a young woman living in DC (a city that is not nearly as safe as other major metropolises) Uber had provided me with an unmatched ability to be more mobile, and to feel safe when traveling at night and even during the day. Uber's new program that allows for lower fees and the use of hybrid-vehicles (better for the environment! Something this city seems to care little about at the governmental level) would allow me (a law student) to benefit from Uber's safe, secure, efficient, and non-threatening service that much more. It is absolutely ridiculous for the government to, yet again, interfere with a well-functioning market place. Honestly, taxis in the city are completely inefficient, over-priced, and I rarely feel safe in them (unlike Uber there is no safe way to keep tabs on drivers, etc.). Furthermore, they never take credit cards. I realize you all grew up in a different time, but people of my generation VERY RARELY have actual cash on them (I think we are all moving in that direction)...and for young women in particular, to take out cash from an ATM at night in order to take a taxi is a surefire way to put yourself at risk of harm. I would venture to guess that young people use the majority of taxi cabs after dark (the time period that it is all but essential for people to travel safely and spend on a cab)...young people tend to have lower incomes/if incomes at all (how many schools are in the area!?) such that preventing a service like Uber (which has well-trained drivers and inbuilt safety mechanisms) to provide a service at a cost that would allow this group of people to take better advantage of an all but necessary service is almost abominable.

I am so disheartened by your Amendment on so many levels.



**From:** [Devan Nielsen](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** MINIMUM FARE  
**Date:** Tuesday, July 10, 2012 10:23:56 AM

---

Please do the right thing and strike down the MINIMUM FARE language from the Uber Amendment.

Thank you in advance for your time and commitment to doing the right thing.

Yours sincerely,

Devan Nielsen

**From:** [Andrew McIndoe](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Cc:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Re: Minimum Fare  
**Date:** Monday, July 09, 2012 5:01:28 PM

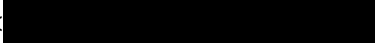
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Phil, Mary, and Michael,

I hope that you will see this message to Tommy Wells below and take notice.

Thanks,

Andrew

On Mon, Jul 9, 2012 at 5:00 PM, Andrew McIndoe <> wrote:

Tommy,

I hope that you'll represent the people of Ward 6 during tomorrow's vote on the Uber Amendment.

You should STRIKE DOWN the minimum fare language from the Uber Amendment. The DC City Council has no place enacting a price floor that prevents viable alternatives to taxis. You would be ruining free enterprise and entrepreneurship if you didn't do this.

I live at 320 East Capitol St, NE and use Uber frequently. It's my primary mode of transportation when I'm going to/from the airport from work. I hope that you see where I, and thousands of other Uber users in DC (a large percentage of which live/work on Capitol Hill) are coming from and vote to strike down the minimum fare.

Best,

Andrew

**From:** [Andrew McIndoe](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum Fare  
**Date:** Monday, July 09, 2012 5:00:07 PM

---

Tommy,

I hope that you'll represent the people of Ward 6 during tomorrow's vote on the Uber Amendment.

You should STRIKE DOWN the minimum fare language from the Uber Amendment. The DC City Council has no place enacting a price floor that prevents viable alternatives to taxis. You would be ruining free enterprise and entrepreneurship if you didn't do this.

I live at [REDACTED] and use Uber frequently. It's my primary mode of transportation when I'm going to/from the airport from work. I hope that you see where I, and thousands of other Uber users in DC (a large percentage of which live/work on Capitol Hill) are coming from and vote to strike down the minimum fare.

Best,

Andrew

**From:** [Uncheckable Films](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** RE: MINIMUM FARE - STRIKE DOWN  
**Date:** Tuesday, July 10, 2012 9:05:13 AM

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Dear Council Members,

I urge you to please strike down the MINIMUM FARE language from the Uber Amendment. Where I live in Ward 6, Cab service is often unreliable and Uber has been an affordable alternative to DC's "TAXI System". I put that in quotes because our taxi service here is a joke. I actually had one taxi driver refuse to take me to Capitol Hill from U Street one day because they, "Didn't know where Capitol Hill was." Hint: It's the big domed thing.

On Independence Day, Uber announced a roll out of a lower cost service called UberX, a less expensive Uber option on an all-hybrid fleet. Because of the Uber amendment to the taxi modernization bill, we may not get to enjoy a similar service here in DC. As a DC resident and Uber supporter, I urge you to strike down the MINIMUM FARE language from the Uber Amendment in the Taxi Improvement Bill immediately (section 8C), and allow Uber to continue to set their own price for services they provide.

Uber doesn't undercut taxicabs. Currently, taxicabs offer inconsistent service, circuitous routes, rattletrap cars and maniacal drivers. Uber offers prompt service, direct routes, comfortable cars and courteous drivers. Uber currently costs a little more for one or two riders, so customers pay extra for good service. They're also not a taxi, they're a sedan.

Sincerely,  
Lee Whitman

  
Washington D.C.

**From:** [Nick Balleza](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare - Uber Amendment  
**Date:** Monday, July 09, 2012 6:25:54 PM

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Dear City Council Member:

Tomorrow is a chance to show you stand for creative innovation by standing with Uber and not for taxi interests who, at a minimum, do not want to compete with and match the exemplary service that Uber provides, and at a maximum are just plain greedy.

I use both taxis and Ubers depending on the situation - they each have their place - and I can't support an industry monopoly just because taxi interests are behind the curve and a step behind Uber. If they want, they can sign up to work with Taximagic and have many of the same features Uber provides. In addition, Uber provides a quality service that is often lacking with DC taxis that are often poorly maintained cabs whose drivers are talking on their cell phones (usually not even hands-free per DC law) and often not knowing where to go. Healthy competition is beneficial to the free-market place and restraints should not be put in place that eliminates that dynamic.

PLEASE take a stand against greed and for a helpful, innovative service that is Uber and vote against the Uber amendment.

Thank you for your consideration.

Nick Balleza  
DC Resident

**From:** [Zach Caldwell](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare Amendment  
**Date:** Tuesday, July 10, 2012 11:15:50 AM

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Councilwoman Cheh,

I write you today to urge you to reconsider your amendment mandating minimum fare for "sedan class" travel in the District. Uber, a service I use frequently, has been an innovator in the marketplace over the past year, revolutionizing sedan travel and giving District residents access to clean, safe transportation via an innovative business model. And now the minimum fare you have proposed threatens to halt their efforts to bring this popular, reliable service to a less affluent consumer. There is a strong demand in your district, and particularly in your Ward for this service. I know dozens of Glover Park residents who are avid Uber users. I also know many more who, given the opportunity, would make use of a lower-cost hybrid Uber option. As the representative of a Ward that is not on the Metro train line, I believe it is shortsighted for you to restrict the access of your constituents to safe, reliable, and consistent travel options. You cannot stop evolution in the marketplace, you can only delay it.

D.C. cab companies and independent drivers fear the rise of Uber and seek to stop its spread through protectionist measures like the amendment you have proposed.

If the technological advancements of the past twenty years have taught us anything, it is that when technological innovation and consumer demand meet, nothing will stop them. Instead of seeking protection, cab companies need to be asking why some of their customers prefer riding in an Uber vehicle to their own and making changes to their own service to compete. They should be asking why Uber has enjoyed immense success in the district and has an active and enthusiastic customer base. Instead of fighting against change, I ask you and the other members of the council to recognize that your constituents demand new and different modes of transportation in the city, drivers who demonstrate professionalism, a reliable and technologically advanced dispatch system, and a safer, more enjoyable travel experience. Please drop your amendment and allow Uber and other innovators in the marketplace to continue to improve the travel experience of District residents.

Respectfully,

Zach Caldwell,

J.D.  
Georgetown University Law Center  


**From:** [Dan Hughes](#)  
**To:** [Dan Hughes](#)  
**Subject:** Minimum Fare Amendment is CORRUPT!  
**Date:** Tuesday, July 10, 2012 4:59:16 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Hi,

I don't live in the US, but I care a lot about business and particularly start up's. I've just read this post from Tim Ferris: <http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/>

It's outrageous that a law could be passed like this.

**You must vote to Strike down the MINIMUM FARE language from the Uber Amendment!**

Anything else is unthinkable.

Regards,

**Dan Hughes**

Senior Solutions Architect | **Quest Software** - *Simplicity at Work* | [www.quest.com](http://www.quest.com)  
T +44 (0)1628 518 289 | M +44 (0)7720 079183



I'm climbing Kilimanjaro for Marie Curie Cancer Care, please sponsor me:  
<http://uk.virginmoneygiving.com/DanHughesKili>

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Quest Software (UK) Ltd is incorporated in England and Wales (registered number 2657165) with its registered address at Ascot House, Maidenhead Office Park, Westacott Way, Littlewick Green, Berks, SL6 3QQ.

**From:** [Kayleen Hartman](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum fare and the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:55:57 PM

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Councilman Wells -

I'm writing to urge you to strike down the minimum fare language in the Uber Amendment. Setting a minimum fare so high above those of taxis transparently places the welfare of DC's taxicab lobby ahead of those of your constituents. I often use and enjoy Uber. I find them to be infinitely more reliable than DC's cabs, significantly more comfortable, and much more courteous and pleasant.

As a woman who works late in an area not frequented by cabs, it's important to me to occasionally have a reliable way of getting home after dark, and I am deeply unsettled to learn that the DC city government seeks to undermine and make unaffordable a service that better fills the transportation needs of its constituents.

I urge you to strike the minimum fare language from the uber amendment.

--

Kayleen Hartman  
J.D., Georgetown Law, 2011



**From:** [Ben Welch-Bolen](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare BS in Uber Amendment  
**Date:** Monday, July 09, 2012 10:52:04 PM

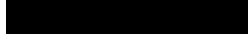
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Hi everyone,

I'm really concerned about this amendment which blatantly attempts to stifle innovation and competition in the realm of taxis (no less than 5 times a taxi's minimum fare).

Please fix this amendment as it's not a good one, I won't be voting for anyone who supports it in the future, and I will actively donating to any individual running against anyone who votes for it. Plus telling all my friends who are already unhappy with the taxi system.

Most of this bill is good, but this uber amendment is terrible,  
Thanks, Ben



DC

**From:** [Jim Jedow](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare for UBER  
**Date:** Tuesday, July 10, 2012 12:48:20 PM

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Dear Council Members,

I am writing today, asking that you strike down the MINIMUM FARE language from the Uber Amendment, being voted on today.

I would certainly appreciate a response to this e-mail and I am interested to know whether you value entrepreneurial innovation into a flawed taxi system or maintaining the status quo and placing significant restrictions towards a new entry into the marketplace.

Sincerest thanks for your attention in this matter,

Jim Jedow



**From:** [mat fisher](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** minimum fare is BS for Uber  
**Date:** Tuesday, July 10, 2012 12:52:51 PM

---

Hello,  
I am writing today, asking that you strike down the MINIMUM FARE language from the Uber Amendment, being voted on today.

This is not the way you should do business to stimulate an economy, and free enterprise. Please do not vote this in. Show value in innovation and don't get confused by the others. Do what is right as a human being.

Love,  
Mat Fisher

**From:** [Gary Smalto](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Re: Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 2:27:54 PM

---

Mr. Brown,

I've been informed that Council member Evans is introducing an amendment that would have no minimum for Uber. I urge you to support this amendment.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

On Jul 9, 2012, at 5:58 PM, Gary Smalto wrote:

Mr. Brown,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

I have found services like Uber to be a fantastic alternative. They offer clean, professional, reliable service at competitive rates. I am outraged that the DC City Council is trying to pass such an anticompetitive business proposal singling out one provider.

I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008



**From:** [Gary Smalto](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Re: Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 2:26:00 PM

---

Mr. Wells,

I've been informed that Council member Evans is introducing an amendment that would have no minimum for Uber. I urge you to support this amendment.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

On Jul 9, 2012, at 6:02 PM, Gary Smalto wrote:

Mr. Wells,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

I have found services like Uber to be a fantastic alternative. They offer clean, professional, reliable service at competitive rates. I am outraged that the DC City Council is trying to pass such an anticompetitive business proposal singling out one provider.

I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008



**From:** [Gary Smalto](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Re: Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 2:24:44 PM

---

Mr. Catania,

I've been informed that Council member Evans is introducing an amendment that would have no minimum for Uber. I urge you to support this amendment.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

On Jul 9, 2012, at 6:04 PM, Gary Smalto wrote:

Mr. Catania,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

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I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008





**From:** [Adam Berg](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** minimum fare language  
**Date:** Tuesday, July 10, 2012 11:23:01 AM

---

Dear Councilman Catania,

I am writing to express my opposition to the minimum fare language in the taxi commission measure being voted on today. I am asking you to support Councilmen Evans' and Wells' language that does not include sedan service minimum fare requirements.

Unfortunately, taxis in the District are not responsive to people's needs, and the minimum fare language ensures that alternatives such as Uber and sedan services that seek to provide more reliable service will be more expensive than necessary.

Let me give you an example of one time among many, many times that DC taxi services have completely failed me. My fiancé and I have friends who live in Columbia Heights. One time, we went to their apartment and stayed late, past the closing time for Metro trains. We called several taxi companies and requested a pickup. Half an hour passed and none had shown up. We called them each again and pleaded, telling them we had no other way to get home. An hour and a half later, they still hadn't shown up.

We don't own a car. Our friends we were visiting do, but it's a two-seater. One of them ended up driving me to my house, all the way across town, so I could rent a Zipcar, then drive back to Columbia Heights, pick up my fiancé, drive us both home, and return the Zipcar. That was an absurd waste of time and should not be necessary in a modern city that has taxis. But it is.

As I mentioned, I don't own a car. I used to, but when my car died, I decided to try out not replacing it, mostly to save money, in part for environmental reasons. Between walking, my bicycle, Metro buses and trains, Zipcar, car2go, taxis, rides from friends, and bike sharing, one would think getting around DC without a car was not only possible but convenient.

Unfortunately, that is not the case. Sometimes when I'm in a rush, or am going only one way, or the weather is bad, or it's sweltering hot outside, I really need a taxi. The fact that taxis simply will not show up at my house even if I call every taxi company in the District is an endless frustration.

Uber is meeting a real need that DC residents have for a reliable way to get from point A to point B. I don't like paying that much but, once in a while, it's worth it. The fact that the City Council might vote today to ensure Uber and services like it cost *more* rather than less is extremely disappointing. This is a basic quality-of-life issue. Please do the right thing and support the Evans/Wells language.

Thanks,  
Adam Berg  
homeowner at [REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Adam Berg](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** minimum fare language  
**Date:** Tuesday, July 10, 2012 11:22:00 AM

---

Dear Councilman Brown,

I am writing to express my opposition to the minimum fare language in the taxi commission measure being voted on today. I am asking you to support Councilmen Evans' and Wells' language that does not include sedan service minimum fare requirements.

Unfortunately, taxis in the District are not responsive to people's needs, and the minimum fare language ensures that alternatives such as Uber and sedan services that seek to provide more reliable service will be more expensive than necessary.

Let me give you an example of one time among many, many times that DC taxi services have completely failed me. My fiancé and I have friends who live in Columbia Heights. One time, we went to their apartment and stayed late, past the closing time for Metro trains. We called several taxi companies and requested a pickup. Half an hour passed and none had shown up. We called them each again and pleaded, telling them we had no other way to get home. An hour and a half later, they still hadn't shown up.

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As I mentioned, I don't own a car. I used to, but when my car died, I decided to try out not replacing it, mostly to save money, in part for environmental reasons. Between walking, my bicycle, Metro buses and trains, Zipcar, car2go, taxis, rides from friends, and bike sharing, one would think getting around DC without a car was not only possible but convenient.

Unfortunately, that is not the case. Sometimes when I'm in a rush, or am going only one way, or the weather is bad, or it's sweltering hot outside, I really need a taxi. The fact that taxis simply will not show up at my house even if I call every taxi company in the District is an endless frustration.

Uber is meeting a real need that DC residents have for a reliable way to get from point A to point B. I don't like paying that much but, once in a while, it's worth it. The fact that the City Council might vote today to ensure Uber and services like it cost *more* rather than less is extremely disappointing. This is a basic quality-of-life issue. Please do the right thing and support the Evans/Wells language.

Thanks,  
Adam Berg  
homeowner at [REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Gabriel Reisinger](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 10:00:56 AM

---

Dear Mr. Catania:

I am writing to you today to ask you to strike down the MINIMUM FARE language from the Uber Amendment. This piece of legislature will only further allow the taxi monopolies to charge whatever prices they want and will subsequently destroy any alternative methods of transportation from being usable within the city.

I will be saving your response and posting it to this blog <http://www.fourhourworkweek.com/blog/>.  
Thank you for your time.

Sincerely,

Gabriel Reisinger

**From:** [Gabriel Reisinger](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 9:51:30 AM

---

Dear Mr. Brown:

I am writing to you today to ask you to strike down the MINIMUM FARE language from the Uber Amendment. This piece of legislature will only further allow the taxi monopolies to charge whatever prices they want and will subsequently destroy any alternative methods of transportation from being usable within the city.

I will be saving your response and posting it to this blog <http://www.fourhourworkweek.com/blog/>.  
Thank you for your time.

Sincerely,

Gabriel Reisinger

**From:** [Justin Mayers](#)  
**To:** [Justin Mayers](#)  
**Subject:** Minimum Fare Language  
**Date:** Monday, July 09, 2012 9:48:03 PM

---

DC Council Members:

The minimum fare language in the Uber amendment is an absolutely slap in the face to modern free capital markets. For businesses to flourish competition is a necessary evil. Can it cause outrage and concern; why yes, when governmental monopolies are created...the taxi commission. Just because someones turf gets stepped on it does not mean the government needs to go come to bat, this will never help to provide a facelift the taxi industry so desperately needs.

If there is an alternative business that can offer a product or services at a better price point while still maintaining a profitable business model that creates loyalty and they are considered evil because they have stolen a customer base, then it sounds like the entire taxi system needs to get with the times and become a more efficient and sought after service. The market doesn't need to be regulated with price floors and limitations. It is clear the people of DC and surrounding areas have spoken simply due to the fact that this Ron Linton has created such havoc; honestly a sting operation on a legitimate business that was able to operate within a so-called "loop hole". Mr. Linton and the industry would not have such concern if they focused on employing a functional staff of drivers. Is customer service too much to ask for, what about authentic hospitality; this is the difference between Uber and a taxi. A legitimate business has created a model that is profitable, effective, and gains a loyal customer base; to me it sounds like a working market where there is no longer a monopoly but competition. I ask that on July 10, 2012 you strike the minimum fare language from the Uber Amendment.

Thank you for your time,

--

Justin H. Mayers



**From:** [Gary Smalto](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language  
**Date:** Monday, July 09, 2012 6:04:58 PM

---

Mr. Catania,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

I have found services like Uber to be a fantastic alternative. They offer clean, professional, reliable service at competitive rates. I am outraged that the DC City Council is trying to pass such an anticompetitive business proposal singling out one provider.

I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

**From:** [Gary Smalto](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language  
**Date:** Monday, July 09, 2012 6:02:51 PM

---

Mr. Wells,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

I have found services like Uber to be a fantastic alternative. They offer clean, professional, reliable service at competitive rates. I am outraged that the DC City Council is trying to pass such an anticompetitive business proposal singling out one provider.

I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

**From:** [Gary Smalto](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare Language  
**Date:** Monday, July 09, 2012 5:58:13 PM

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Mr. Brown,

I am compelled, based on the terrible state of the present taxi cab service in Washington DC to write to you in support of striking down the Minimum Fare language from the Uber Amendment.

As a frequent user of taxis in DC for many years, I have noticed a continual decline in the quality and customer service of the present fleet of taxis. The air conditioning rarely works, the drivers do not know where they are going and speak English very poorly. They manipulate the fares and have included expired fees.

I have found services like Uber to be a fantastic alternative. They offer clean, professional, reliable service at competitive rates. I am outraged that the DC City Council is trying to pass such an anticompetitive business proposal singling out one provider.

I ask you there for to strike down this language and allow a fantastic service to continue to serve DC's residents.

Sincerely,

Gary

Gary Smalto, MD, MBA

[REDACTED]

#503

Washington, DC 20008

[REDACTED]

**From:** [Eli Sugarman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare Language -- please strike it  
**Date:** Monday, July 09, 2012 5:27:04 PM

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Dear DC City Council Members,

As a resident of Washington, DC, I write to you to express my concern over the minimum fare language currently contained in the "Uber Amendment" that the Council will consider tomorrow, July, 10, 2012. I strongly encourage you to remove that language from the Amendment and allow Uber -- and other car services -- to offer lower cost, quality transportation services to DC residents.

I have trouble understanding why the Council would want to make it illegal for Uber to lower its prices or to offer a low cost service in any form. How does this serve the interests of DC residents? It does not. Competition should be welcomed because it would improve DC residents' access to an important service and make our city more enjoyable to visitors.

Regards,  
Eli Sugarman

**From:** [Craig DuFresne](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** MINIMUM FARE language affecting Uber Users  
**Date:** Monday, July 09, 2012 5:57:32 PM

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Ladies and Gentlemen of the Council,

It actually frustrates me to have to write this email, as I find the entire premise fairly appalling. To dictate the 5x base cab fare for Sedan Services, that are made more efficient by the technology of Uber is almost beyond reason. I am a "regular Joe" and new to The District. I have traveled across the country, visited a number of cities, and have had experiences in Taxi's in almost all of them. I can honestly say that DC Taxi's are some of the worst. Anything from cash only operations to the age and cleanliness of cabs in DC, makes the entire process more frustrating than in almost any other city. Just 2 weeks ago I picked up a friend from Union Station, and planned to take a trip to a restaurant on I street. The Cab line at the time was nearly a 1/2 hour long. One click on my Phone, and I had an Uber car within 5 minutes, with the most professional driver, and clean car. Furthermore, the transaction took place completely in cyberspace, and no money was required to change hands, not to mention GPS did the calculating for me eliminating the need to worry that I was being driven around the same 2 blocks to jack up the fare. In the end, I was able to rate that driver based on the services he provided, and believe me his polite demeanor, and idle conversation were how he was making sure the customers were satisfied.

The truth is that the Taxi's in our city lack even basic technology, and I see very little sign of an upgrade. While many of the The Districts neighborhoods get make overs, Taxi's do not seem to be keeping up. A HIGH TECH competitor may in turn push the industry to do better. I do not believe the solution is price fixing a very efficient service to keep another industry alive. This price hike is arbitrary, it is not based on financial numbers of the operator and only pushes companies to do better. These are the same principles that companies like Apple, Microsoft, and Google use to overcome their competition. If you put out the better product, and continually improve your product, then people will purchase. Conversely, this is the same reason that companies like Kodak struggle. In DC, Taxis are Kodak. Sticking with old methods of doing business, because they feel there are no other options. However, today, there is another option, and if Taxis stand to lose the most, perhaps it is best to look at themselves and not point the finger at innovators.

At the end of the day the Uber Service still cost me approx 30 to 40% more when I picked up my friend than if I had waited 30 minutes in line for a Cab. The service is at a premium.

This was a premium that I was more than willing to pay. However to make the same trip 5x the price of a cab would eliminate the services existence. I sense that this may be the intent.

This also keeps UBER in check, as they know if the premium is too high, then thier business will suffer as well. My only concern is when we become a society that accepts the status quo, we fall behind other major cities that embrace innovators and innovation. While we already deal with some of the worst traffic in the country, and other frustrations, the people of DC deserve the right to choose to pay a modest premium for an enjoyable service, and push the status quo to do better and serve the customer.

Tomorrow, please vote to allow Uber and its network to operate as it has recently, and not

force place arbitrary price hikes to its users.

Cordially yours,

Craig DuFresne

**From:** [Stijn De Puydt](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 2:05:37 PM

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Greetings Councilmen and -women,

I am writing you today from Belgium, asking that you strike down the MINIMUM FARE language from the Uber Amendment, being voted on today.

Please see this post for a full explanation of my concerns:  
<http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/>

I would certainly appreciate a response to this e-mail and am interested to know whether you as a councilman or -woman value innovation or incumbents? I will be publishing your response (by name) in the comments of the above referenced blog.

Sincerely,

Stijn De Puydt

**From:** [Raymond Ahn](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 6:11:07 PM

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I am a constituent that lives at [REDACTED]

Please vote against the minimum fare language tomorrow.



**From:** [J. Michael Folks](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language in the Pending Cab Modernization Law  
**Date:** Tuesday, July 10, 2012 11:05:28 AM

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Dear Mr. Wells

As a Ward 6 resident I wanted to write to express my discontent with the minimum fare language which would fix the fares for Uber. Our neighborhood is poorly serviced by cabs and our waits frequently exceed an hour. Because of the failures of our cab system, Uber has become an important part of how I get around the city. Preventing them from lowering their fares is anti-competitive and stifles innovation by creative business people in our city. The city should be working with Uber, not against them. Because of Uber, I am able to patronize businesses around the city more easily and in greater safety than ever before. If you want to modernize the cab system, force them to compete with those who would strive to provide better service. Don't enshrine them in a protected niche where they can provide inferior service without fear of being outdone by a more modern and effective operation, that serves your constituents better.

-J. Michael Folks

**From:** [REDACTED] on behalf of [Jamie Shoaf](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare Language in the Taxi Modernization Bill  
**Date:** Monday, July 09, 2012 5:57:45 PM

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Esteemed Members of Washington D.C's City Council,

I am writing to you on account of the recent amendment to the taxi modernization bill that is supposed to be formalized tomorrow. I write to you from an interesting perspective, as I am not a current resident of Washington D.C., yet a frequent visitor (1-2x a month) and former resident. Though many of you may bypass or disregard this message, I'd like to provide several reasons why mandating that Uber's minimum fare be set at 5 times a taxi's minimum fare is a terrible idea with a slew of negative consequences:

1. For outsiders and visitors such as myself that visit the city, there is an expectation for a convenient, affordable taxi system as you would find in just about any other major city. While the taxis are not outrageously expensive, they do not provide the same convenience as Uber drivers do by providing a pickup to a distinct location anywhere in the city. There are obvious areas of the city that are either less safe or more unfrequented by taxis where it is almost impossible to find a ride, and Uber provides a comparable alternative in that regard.
2. Uber is not a service that is set on replacing taxi-cabs, it should be understood that it is a niche service. If I were to poll D.C. residents or residents of other cities with Uber services, it would probably be a fair assumption that 8 out of 10 have not even heard of the company. It will never have the infrastructure or demand to completely replace taxi cabs as it is a **comparable** but not replicate service to the taxi services.
3. To set a fare at **FIVE TIMES** the taxi's minimum fare is outrageous, given the similarity of service provided. Currently, most people will avoid using Uber services during "peak" hours due to prices at 1.5 times the normal rate - it is pretty obvious that five times is an unsubstantiated amount that would eliminate this service altogether from the city due to zero demand. A resident or tourist is already paying a premium by using a taxi service to reach a destination, as say for instance a taxi ride from Adams Morgan to Ballston, VA might cost 30-35 dollars while the DC Metro could provide the same service for 3-4 dollars. Setting a minimum rate of 150-175 dollars for the same service with a convenience factor added is a crime and obvious effort to eliminate any fair competition from taxi services.

For these reasons, please consider rescinding the Uber minimum fare requirement from the taxi modernization bill and allow both DC residents and outside visitors to continue to enjoy a reliable and affordable means of transportation.

Regards,  
Jamie B. Shoaf

**From:** [Scott Steinhardt](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language in the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:44:53 AM

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Hi David,

I am a current resident at 1546 8th St. NW and have lived in ward 2 for three years. I am appaled to learn that the Council is considering placing an artificial price floor on Uber. To my dismay, I have to use taxi's about once a week and I definitely appreciate their services; however, it is rare that I walk away thinking it a pleasant experience. The few times that I have used Uber have been great. The drivers are courteous and the vehicles are clean. Also, they are reliable. Whenever I try to call a cab and reserve it through dispatch, I never know when or/if it will show up. This is not the case for uber. They come to your location quickly, even if it's not convenient. I can't tell you how many times drivers have asked me where I'm going before letting me into the cab and I also can't tell you how many have drove off because they don't want to bring me there. Please consider voting against the minimum fare Uber amendment and support Jack Evans' amendment with no minimum fare for uber. The only people that would benefit from a minimum fare are the people who are causing the problems to begin with.

Thanks,  
Scott Steinhardt

**From:** [Tiffany Shackelford](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language in the Uber Amendment  
**Date:** Tuesday, July 10, 2012 8:19:53 AM

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Dear Phil, Mary, Jack, Michael and Jim:

I write today to urge you to strike down the Minimum Fare Language in the Uber Amendment. Uber is exactly the kind of forward thinking business that DC needs, and will encourage other smart business to come to this city. And, a hybrid fleet is exactly what we should be encouraging considering the latest proof that climate change is real and will affect this area. I would encourage you to make DC an example for other cities, this is a great way to do so.

Thank you for your consideration,  
Tiffany

Tiffany Shackelford  
Executive Director  
Association of Alternative Newsmedia  
1156 15th St., NW, Suite 905  
Washington, DC 20005  
[REDACTED] [www.altweeklies.com](http://www.altweeklies.com)  
@tiffanyshack

**From:** [Michael McClain](#)  
**To:** [Michael McClain](#)  
**Subject:** Minimum Fare Language in the UBER Amendment  
**Date:** Monday, July 09, 2012 10:29:29 PM

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Dear DC Council Members:

I am writing to express my outrage over the language that the Council has placed forcing UBER to charge a base fare that is no less than 5 times the taxicab base fare. As a citizen of this City and a resident of Ward 6 I am opposed to this amendment on multiple grounds.

First - after repeated raises in the fares the DC Taxicab system is broken beyond belief. Antiquated cars that are gas guzzling safety hazards, drivers that smell and spend more time on the phone than they do actually paying attention to the road, and promises of service improvement (new cars, accept credit cards, prohibitions on drivers talking on cell phone) in exchange for fare increases that never materialize.

Second - UBER provides a cost effective and "on time" alternative to a cab system that is unreliable and overpriced.

Third - perhaps if the taxi cab owners had some genuine competition they would improve services and bring their service into the 21st century.

Forth - have you tried UBER? For those of us without a car/drive it is a godsend. The transaction is easy as can be. They show up on time wherever you are in the city. They take you home with no hassle or trying to pull a scam on you. It is the difference between a smelly, sweaty ride in a broken down car that leaves you stressed out and frustrated and being driven to your destination in a comfortable professional manner.

Lastly, I hate to refer to the same article that I am sure you have had thrown in your face multiple times, but, I would suggest that you read, reread and then reread again the article in the Washington Post called "a third world taxi cab system in a first class city".

I realize based on the history of the Council someone (or multiple people) is probably getting paid off by the taxicab industry, especially the nature of our current Council, but, for once, do something that forces the cab industry to pick up its game - no excuses, no bitching, no more waiting. It really makes you wonder why the cab companies keep complaining that any modernization is cost prohibitive when there are companies like UBER out there willing and able to do just that and are making a profit.

It is time this city moved beyond the crap shoot that is a taxicab ride and offered reliable transportation at a reasonable cost. If the taxicab industry isn't willing to do it, then let companies like UBER take over and do it.

Sincerely,

Michael A McClain, Jr., Esq.

**From:** [Kate Schuler](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** minimum fare language in the Uber amendment - vote against please  
**Date:** Tuesday, July 10, 2012 11:53:10 AM


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Council Member Catania,

I am writing to urge you to vote to strike down the minimum fare language from the "Uber amendment." Uber has established a popular, viable, and much needed service in this city. I'm sure you do not need to be told that the success of Uber points to immense dissatisfaction with the quality of the taxi service in this city and to vote for the status quo will only show that the Council is less concerned about building a first-class city and more concerned about serving the interests of an antiquated and unresponsive taxi system.

To unfairly and unnecessarily punish the success of this entrepreneurial business is unwarranted and unjustified and will be remembered in the voting booth.

Please vote to strike this language.  
Sincerely,  
Kate Schuler

  
Washington, DC 20009

**From:** [Juan Rojas](#)  
**Subject:** Minimum Fare Language in Uber Amendment  
**Date:** Tuesday, July 10, 2012 2:36:21 PM

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Honored Member of Council,

I am writing to you today to voice my strong opposition to the minimum fare language in the "Uber Amendment" that will be voted upon today.

The minimum fare language is anti-capitalist, anti-free market and anti-consumer. If the Council passes the minimum fare language, this will be a slap in the face to all District residents. Passing the minimum fare language would be a clear signal that the Council places more importance on lining the pockets of the owners of the taxicab industry (and perhaps of Council members) than it does on the safety, availability, and affordability of transportation to District residents, and is, quite frankly, utterly shameful.

As a Member of Council, you have a unique opportunity to prove your support for innovation, entrepreneurship and the revival of the local (and national) economy. I urge you to give District residents access to safe, effective and affordable transportation by striking down this abominable amendment.

I look forward to your written response. Please do note that said response will be re-posted to a blog with more than 1,000,000 readers.

Thank you,

Juan Rojas

**From:** [Tiffany Walters](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language in Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:17:46 AM

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Mr. Catania,

As a Ward 4 resident, I am very concerned about the council's proposed amendment to set a minimum fare for sedan services such as Uber. When I attempt to call a regular taxi cab or schedule a pick up at my Ward 4 home, taxis frequently take more than an hour to arrive, if a taxi ever arrives. As a result, I cannot rely on taxis for critical trips, such as transportation to the airport. In addition, I have been repeatedly illegally refused service to my Ward 4 home by DC taxi drivers from various locations throughout the city. Given the situation with inadequate and unreliable taxi service, I am extremely dismayed that the City Council would move to restrict the availability of an alternative that I feel is more reliable. Please vote against the minimum fare language in the Uber amendment that limits the availability of much needed transportation options to DC residents.

Thank you,

Tiffany Walters

[REDACTED]  
[REDACTED]



**From:** [Tiffany Walters](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare Language in Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:17:01 AM

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Mr. Brown,

As a Ward 4 resident, I am very concerned about the council's proposed amendment to set a minimum fare for sedan services such as Uber. When I attempt to call a regular taxi cab or schedule a pick up at my Ward 4 home, taxis frequently take more than an hour to arrive, if a taxi ever arrives. As a result, I cannot rely on taxis for critical trips, such as transportation to the airport. In addition, I have been repeatedly illegally refused service to my Ward 4 home by DC taxi drivers from various locations throughout the city. Given the situation with inadequate and unreliable taxi service, I am extremely dismayed that the City Council would move to restrict the availability of an alternative that I feel is more reliable. Please vote against the minimum fare language in the Uber amendment that limits the availability of much needed transportation options to DC residents.

Thank you,

Tiffany Walters

[REDACTED]  
[REDACTED]

**From:** [Daniel Esquibel](#)  
**To:** [Evans, Jack \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum fare language in Uber amendment  
**Date:** Monday, July 09, 2012 7:59:38 PM

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Dear DC City Council members,

I am writing to ask each of you to vote against the minimum fare language in the Uber amendment that the Council is scheduled to consider on Tuesday, July 10. Uber is a highly valuable service, and quite frankly, Uber is far more reliable than DC cabs as a general rule. It is far easier to request an Uber pickup than to call for a cab in many cases, especially in cases of inclement weather or when in a low traffic area.

It would be a disservice to the people of DC to hinder the expansion of the Uber service.

Sincerely,

Daniel Esquibel  
Ward 2

Sent from my iPad

**From:** [Jenny Thomas](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum Fare Language in Über Amendment  
**Date:** Monday, July 09, 2012 6:20:05 PM

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Dear Councilman Wells,

I am writing to ask that you vote against the minimum fare in the uber amendment that is before the council. Über provides a service that was not previously available in DC, and the company should be allowed to develop without unnecessary government intervention.

For the first 3 years that I lived in DC, I chose to avoid the use of cabs in this city. As a young woman I quickly became uncomfortable with taking cabs after several bad experiences with cab drivers. Über has allowed me the freedom to stay out later at night and now I have a safe ride home available. Über has a viable business model that can provide me this service at a lower price, and should be allowed to do so.

DC Council passing this minimum fare amendment is hurtful to the citizens of DC. I should not be forced to pay a fare higher than the company is willing to offer, simply at the behest of the DC council.

I ask that you strike down the minimum fare language from the uber amendment.

Sincerely,

Jenny Thomas  
Ward 6 Resident

Sent from my iPhone

**From:** [Keaton Brownstead](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare language in Uber Amentment  
**Date:** Tuesday, July 10, 2012 9:24:07 AM

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Councilman

It has come to my attention that a business has come under threat of having to have its prices raised in order that another may compete. You know as well as I do this is a violation of both the free market and democracy. If a business cannot compete with another, they have to change themselves, not thuggishly bully the other. Let us do the right thing. Protect small businesses.

Thank You  
Keaton Brownstead

**From:** [cbudd](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum fare language  
**Date:** Monday, July 09, 2012 5:03:15 PM

---

Councilman Brown:

I just wanted to express my opposition to the minimum fare language for alternative taxi transportation. The uber experience is high quality, reliable, and makes payment easy. If the taxi companies want to make a change, they can start by matching service and convenience.

Thanks:

Christopher Budd  
[REDACTED]

Christopher Budd, LEED AP  
*Principal*

**STUDIOS** *architecture*

Visit our new website: [STUDIOS.com](http://STUDIOS.com)

Please note my new email address: [REDACTED]

1625 M St. NW ~ Washington DC 20036

[REDACTED] *direct*

Please consider the environment before printing this email.

**From:** [Rolando Lopez](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Minimum Fare Law affecting services like Uber  
**Date:** Monday, July 09, 2012 8:54:35 PM

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To whom it may concern,

It is time the we get more options when it comes to private transportation. You may be receiving pressure from the Taxi unions, but you must do what is right and rule for an open where Taxi companies must be able to compete not have a monopoly protected by our Government. I really hope you do not prevent companies like Uber from offering services at a low cost. That will only improve DC's transportation system by allowing competition forcing providers to do better. Most taxis in the City look like junk cars, their service is very incompetent and careless.

Please see the proposed amendments below.

--  
Rolando Lopez

Proposed Amendments:

## STRIKE 8C – Remove sedan minimums.

### Part B. — Uber Amendments

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase “public vehicle-for-hire ride” and insert the phrase “taxicab ride” in its place.

### Explanation and Rationale

- This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase “The Commission is authorized to

promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to” and insert the phrase “On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to” in its place.

#### Explanation and Rationale

- This section would require the Commission to issue rules regarding sedans within 1 year.
- Currently, the bill permits the Commission to issue regulations but the Commission is not required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

“(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

“(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

“(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

“(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by

the Commission, provided that:

- “(1) The business provides an estimated fare to the customer when a sedan is booked;
- “(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;
- “(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and
- “(4) The sedans operating this service are licensed and comply with the requirements of this section.”.

#### Explanation and Rationale

- This section would clarify how sedan services operate.
- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.
- These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.
- This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.



**From:** [Karen Tramontano](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Minimum Fare Requirement  
**Date:** Monday, July 09, 2012 5:08:24 PM

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Dear Councilmember Catania:

First, thank you for your service to the District of Columbia.

I am writing to urge you to strike the minimum fare requirement from the Uber amendment. I use DC Taxis but I also use Uber – and I do not believe I should be forced to pay an artificially inflated price – because the Taxi Cab industry has a strong lobbying campaign. The DC Taxi Cab industry should compete with Uber – and they should provide reliable and accessible service. I use taxis when they are available and Uber when they are not – I should not be penalized for using Uber when I cannot get a taxi cab in my neighborhood, late at night or early in the morning.

Thank you for your consideration,

Karen

Karen A. Tramontano  
Blue Star Strategies

(+1) [REDACTED] direct  
(+1) [REDACTED] mobile  
(+1) [REDACTED] fax  
[REDACTED]

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Washington, DC 20006

[www.bluestarstrategies.com](http://www.bluestarstrategies.com)

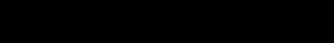
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**From:** [Daniel Epps](#)  
**Subject:** Minimum Fare Uber Amendment  
**Date:** Monday, July 09, 2012 4:48:02 PM

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I strongly oppose the minimum fare provision in the Uber amendment. DC residents should not be denied a high-quality, low-cost transportation option simply to enrich the taxi industry. I urge the council to reject this provision.

Dan Epps



**From:** [Stefan Hankin](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare Vote  
**Date:** Monday, July 09, 2012 11:16:39 PM

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Dear Council Members Wells, Mendelson and Brown,

As district resident, and ward 6 resident and voter for the past 13 years I am writing to you because I am concerned about the legislation before the council concerning car services.

As a small business owner based in Ward 6 and a father of a 2 year old who I am planning on bringing up in DC services like car2go and Uber have allowed me and my family the security and flexibility to work and raise my child in the city while being a one car family. Uber offers a reliable and affordable alternative to taxis that can be scheduled at any time day or night. Every Uber drivers I have been in contact with are courteous and their cars are clean, reliable and they don't require me to carry cash all the time. I unfortunately cannot say the same for every taxi or taxi driver I have come across in DC. Services like Uber allow me to be picked up on short notice (usually less than 10 minutes) which is never the case with any cab company (it usually takes 30 minutes or more to get a radio dispatched cab to our neighborhood on Capitol Hill). And other example of Uber's benefits was my wife recently had to work until 2am and an Uber driver picked her up and carried her bags to my front door --- no extra charge. This type of service is invaluable to our family.

We all know how much power the DC cab lobby seems to hold in the Wilson Building, but it is time for DC cabs to start improving as opposed to just blocking any idea that might take their stranglehold on the city away. They could be more competitive by offering similar mobile services and better fleets and drivers but they do not have to because whenever there is legitimate competition to their terrible service they lobby the council to legislate a business advantage or tax in their favor. Please do not let this happen again.

DC was recently hailed as one of the top cities in the world to live in. It is the ease of Urban living that keeps so many of us here from great restaurants, improving schools to bikeshare, uber, Zipcar, and car2go keep this city growing and becoming more and more popular. Trust me, our cabs are not what make this city a great place to live. In fact compared to cities like New York and Chicago, our cabs are not even in the same league. It is time for us to look forward as a city not backwards and voting to protect a few well positioned individuals.

You are elected by the people of this city, please do what is right for the residents of the district and do not support mandates on base fares for uber or any additional tax on their services. If DC cab drivers want to compete they should do so on their own with better service than they currently provide.

Stefan Hankin



**Stefan Hankin**

*President*

**Lincoln Park Strategies**

[611 Pennsylvania Ave SE #112](#)

[Washington, DC 20003](#)

P:

M:

[www.lpstrategies.com](http://www.lpstrategies.com)



**From:** [jennifer bick](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** minimum fare vote  
**Date:** Monday, July 09, 2012 5:52:24 PM

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To Whom it May Concern:

I am a tax paying DC resident in the Kent area of northwest DC. I use Uber as my form of transportation at least once a week. I do this because for several years the taxi service in this area has been unreliable and essentially non-existent. The taxi companies chose to make Uber a better option. Uber has created a safe reliable alternative to taxi service. This means more people choosing not to drink and drive, and fewer people looking for parking in already congested areas. This service should be available to everyone in the city. Tomorrow you should strike down the language:

The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

Not doing so means you choose to do what is best for the taxi companies in DC and NOT what is best for your constituents. Please do what is right.

Sincerely,  
Jennifer Wood



Wash DC 20016

**From:** [Judith Gheuens](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Minimum Fare Vote Tomorrow  
**Date:** Monday, July 09, 2012 5:14:50 PM

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Hi Mr. Wells,

I am writing to ask that you vote down the "Uber Amendment" tomorrow. This is an amendment to the Taxi Modernization Bill that is nothing but a blatant attempt at protectionism.

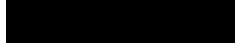
If the Council allows this shameful amendment to pass, the constituency that will truly be harmed is not Uber or any "towncar" type of company -- it is the D.C. consumer. This amendment, if enacted, will enable the taxicabs to keep their prices artificially high by protecting them from having to compete.

I hope we can count on you to defend free markets.

If this passes, I will be notifying the Institute for Justice. They recently filed litigation over a similar matter in Portland, OR.

Best,

Judith Gheuens



**From:** [Ian Fijolek](#)  
**Subject:** Minimum Fares for Taxis and Uber  
**Date:** Tuesday, July 10, 2012 9:29:46 AM

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I'm writing to request that the minimum fare language be removed from the bill. If someone is offering a service at a good price we should allow consumers to decide who they would like to support.

If there is any logical reason for this, I'd be glad to hear it, but it currently seems like the taxi industry refusing to adapt to an emerging market to the detriment of the consumer.

With DC Metro rates on the rise, many DC consumers would welcome a viable alternative to a taxi.

--

Ian Fijolek

**From:** [Karen Tramontano](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Minimum Fare  
**Date:** Monday, July 09, 2012 5:01:36 PM

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Dear Councilmember Brown

Thank you for your service to the District of Columbia. I am writing to urge you to strike the minimum fare language from the Uber amendment ....

I use DC taxis frequently – but I also use Uber –

In many places in the District it is difficult to get a taxi – my own neighborhood Shaw is one of them –

And it's difficult to arrange for a taxi – thus I use Uber –but I don't think the price should be artificially increased 5x – just to discourage me from using the service,

Thank you for your consideration....

Karen

Karen A. Tramontano  
Blue Star Strategies

(+1) [REDACTED] direct  
(+1) [REDACTED] mobile  
(+1) [REDACTED] fax  
[REDACTED]

888 17th Street NW, Suite 800  
Washington, DC 20006

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**From:** [Vincent Macaluso](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** My e-mail in support of Uber  
**Date:** Monday, July 09, 2012 5:37:51 PM

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I find it disgraceful that members of a board that should be representing it's citizens is going out out of their way to artificially inflate the prices of a transportation service just to appease a competing service. You should be ashamed. Leave Uber alone and let the free market have it's way.

Strike down the MINIMUM FARE language from the so called "Uber Amendment."

"Human beings, who are almost unique in having the ability to learn from the experience of others, are also remarkable for their apparent disinclination to do so."

~ Douglas Adams

**From:** [Chris Comis](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** negative impacts of the Uber Amendment  
**Date:** Tuesday, July 10, 2012 8:59:38 AM

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Good morning,

I have no automobile of my own and rely primarily on WMATA and DC Circulator. However, there are particular times when I need an alternative. I have lived in Shaw, Brookland, Crestwood, Bloomingdale and the U Street corridor. The service provided by the cab companies is very substandard when compared to other domestic cities of similar size much less other capitals internationally.

- cabs will not pick up my partner who is black or they will ignore us a couple. he has to stand away from me in order to me to effectively hail a cab
- cabs are not frequently found outside of the high rent NW neighborhoods and it is therefore very unlikely that one can be hailed in NE, 16th st. north of Columbia, much of shaw and bloomingdale.
- when a cab is summoned through the city's service or Yellow Cab, the cab never shows up if you are in an infrequently served neighborhood
- during the snow storms of years past the when hailing a cab downtown to go home I was told that the driver would charge me more than \$40 for a \$12 ride

Overall the service provided by the cabs that are sanctioned by the city is poor at best. There are of course exceptions and I tip those drivers generously.

Uber provides a reliable timely service that does not discriminate on race or address. However, there service is expensive as they offer transportation in premium level vehicles. By preventing Uber from offering service at an affordable level you are penalizing those who have need for reliable transportation the most; the working class, minorities, those without their own vehicle and those living outside DC's high rent high traffic areas.

As opposed to punishing your constituents why not mandate that the technology and methodology that Uber uses be adopted by cabs.

Thank you for considering my views while making your decision.

Voter in Ward 5

--

Chris Comis

**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Neil Chilson commented on DC Councilmember Tommy Wells's post  
**Date:** Tuesday, July 10, 2012 12:29:35 AM

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## facebook

Hi Tommy,

Neil Chilson commented on DC Councilmember Tommy Wells's post.

[See Comment](#)

Neil wrote: "It's actually more difficult for an Uber driver to discriminate by race than for a traditional cab driver. (and no less illegal). No one can see your race through an iPhone app. And drivers agree to pick you up before knowing your destination. This is because Uber knows that what consumers want is an assured ride, and in a competitive market, the company that best gives consumers what they want, wins. Unless competitors use government regulation to protect their entrenched position, of course."

[Go to comments](#)

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**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Neil Chilson commented on DC Councilmember Tommy Wells's post  
**Date:** Tuesday, July 10, 2012 12:08:12 AM

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## facebook

Hi Tommy,

Neil Chilson commented on DC Councilmember Tommy Wells's post.

[See Comment](#)

Neil wrote: "Your goal shouldn't be to protect •any• specific business, but should be to allow entrepreneurs to bring new services to your constituents, even if those new services force old business models to evolve. "Protecting Uber's business as it exists" means segmenting the market to protect the taxi lobby from a smart and nimble competitor, and that harms your constituents. So please advocate and vote against the minimum fare provision in the Uber amendments. A vote for the minimum fare provision is a vote against your constituents."

[Go to comments](#)

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**From:** [Jonathan Obee](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Nellie"s/ Uber  
**Date:** Monday, July 09, 2012 6:48:50 PM

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Hey Catania- good to see you last week at Nellie's!  
I wanted to voice my support for striking down the minimum fare language in the Uber amendment tomorrow. Living in Eckington, Uber is a life-saver!  
Take Care!

From: [REDACTED]  
To: [O'Brien, Linda \(COUNCIL\)](#)  
Subject: NEW Constituent Services Request  
Date: Tuesday, July 10, 2012 5:12:32 PM

---

## Constituent Services Request

Title: Ms.  
First Name: Cynthia  
Last Name: Johnson  
Email: [REDACTED]  
Address 1: [REDACTED]  
Address 2:  
City: Washington  
State: DC  
ZIP Code: 20003

Home Phone: [REDACTED]

Work Phone:

Work Phone Extension:

Constituent Request

[Please vote in support of Uber and against amendments to limit this service!!

Dear Tommy,

Big fan and long-time supporter of yours. I'm writing to share my serious concerns about taxicabs in our fair city, and to ask you to support Uber and oppose amendments to limit this service.

Taxicabs in this city are a RACKET, pure and simple. Fares are outrageously high, especially for short trips. For more than a decade, my job downtown has required me to take cabs almost daily to Capitol Hill and other organizations' offices. Almost universally, DC cabs are old, broken-down, and filthy. Drivers either engage in the minimum possible interaction or are downright rude. And most importantly, they are AWFUL, DANGEROUS drivers. I see them imperil pedestrians, cyclists, and other drivers on a regular basis.

As examples:

I have been a passenger in taxis involved in minor accidents on two separate occasions.

Constituent Request Other

I rode in a cab once that had holes in the back seat floors, so you could actually see the road passing by beneath your feet.

Not too long ago, I was in a cab that had bird droppings dried on the inside of the back seat passenger door.

On one occasion, a taxi driver engaged me in conversation in order to determine whether I had children and then lectured me for not staying home to raise them. (I doubt he has this conversation with his male riders.)

When I have asked reckless cab drivers to drive more slowly or carefully, I have been screamed at, laughed at, ridiculed, or simply ignored. When I left a small tip for one such driver, he threw coins at me out the cab window and then sped away.

We need MORE competition and regulation for DC cabs, not less. It is an embarrassment to our otherwise world-class city to have filthy, broken-down cabs with rude, reckless drivers.

Thanks so much for listening.

Best,  
Cindy Johnson|

**Constituent**  
**311** ||

**User Link:** <http://www.tommywells.org/admin/userdetails.php?id=8455&search=0>

**From:** [Lauren Dreyer](#)  
**To:** [Lauren Dreyer \(me\)](#)  
**Subject:** New Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:48:35 AM

---

Dear Council Member:

I fully support the Jack Evans/Tommy Wells Uber Amendment, now that it has removed the minimum fare language. Please vote to support Uber!

Regards,  
Lauren

----- Forwarded message -----

**From:** **Lauren Dreyer** <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 5:29 PM  
**Subject:** Uber Amendment  
**To:** "Lauren Dreyer (me)" <[REDACTED]>

Dear Council Member:

I am writing as a resident of D.C. (1354 Euclid St, N.W.) to support striking down the minimum fare language from the Uber Amendment pertaining to Uber, Inc. As a frequent rider of both DC-commissioned taxicabs and Uber's services, I believe that the market in D.C. was missing exactly what Uber provides.

I use Uber Cab most often when working late at night and needing to take a cab, rather than a bus or the metro (which I ride daily), to get safely home. In the past, I have called DC-commissioned cab services and waited on the phone for over 20 minutes and/or waited an additional 30 minutes for a cab to arrive. Often times, the cab never shows up, especially on weekends when cab drivers are busier. Alternatively, I have stood on the corner outside my office building, when it's late and dark outside, and tried to hail a cab, most of which pass right by me as already occupied. This is a safety risk due to my office's neighborhood, which is not lit and barely patrolled at a late hour or on weekends.

When the Uber service became available in DC, they filled a much needed place in the market. Now, when I'm at work past midnight, I can get a safe and affordable ride home with the click of a button. Never have I waited more than 10 minutes and never have I had to stand on the corner in an unsafe area to hail a cab. I walk outside of my building and into the Uber vehicle that is waiting, patiently, for my arrival.

Please don't take that away from the residents of D.C. Try taking an Uber cab home tonight, and you will understand why it's so valuable to our residents.

Best regards,  
Lauren

--

Lauren Dreyer  
[REDACTED]



[\(202\)](#) [REDACTED]

--


Lauren Dreyer

[REDACTED]

**From:** [Clements-Smith, Joyce \(Council\)](#)  
**To:** [Brenda Richardson](#); ["jackie.lashleyward"](#); [Rious, Michael \(COUNCIL\)](#); [Greenfield, Danielle \(Council\)](#); [Foster, Latoya \(Council\)](#); [Arnold, Kathy \(Council\)](#); ["KE Arnold"](#); [Thompson, Mary \(Council\)](#)  
**Subject:** FW: News Clips 7102012  
**Date:** Tuesday, July 10, 2012 10:42:50 AM  
**Attachments:** [7102012.pdf](#)

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**From:** Umansky, David (OCFO) [mailto:  
**Sent:** Tuesday, July 10, 2012 10:40 AM  
**Subject:** News Clips 7102012

Here is the connection for the news clippings on line:

<http://www.ocfo.in.dc.gov/cfo/cwp/view.asp?a=1191&q=499852>.

**From:** [Brett Greene, American Management Corporation](#)  
**To:** [Smith, Nyasha \(Council\)](#)  
**Subject:** Newspaper Articles, Tuesday, July 10, 2012  
**Date:** Tuesday, July 10, 2012 8:41:22 AM

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**Gray to be Deposed Today on Lotto Contract**

Posted by [Alan Suderman](#) on Jul. 10, 2012 at 7:38 am, Washington City Paper

Today will be a rough one for Mayor Vince Gray. Jeanne Harris is expected to [plead guilty](#) to campaign fraud and conspiracy. Court records will likely provide more details about what she did, setting off a fresh new round of questions about what exactly went on during Gray's 2010 mayoral run and what exactly did he know about it.

But before that, Gray is set to be deposed in an ongoing civil lawsuit related to the messy D.C. Lottery contract. Eric Payne, a former contracting officer with the Chief Financial Officer's office, is suing the city over allegations that he was improperly fired for resisting undue

political pressure in awarding the lotto contract. The FBI has recently shown interest in the lotto case.

When Payne deposed his old boss, CFO Nat Gandhi, it [didn't go so](#) well. Gandhi admitted to using private emails to do city business (a no-no) and said he didn't make the decision to fire Payne, a statement he recently contradicted. Maybe the mayor will have better luck. A federal judge [ruled](#) that Gray can't be asked general questions about the "review of the lottery contract," but can only be asked questions specific to Payne's employment and termination. Gray has always maintained that he did nothing improper related to the lotto contract.

Ward 1 Councilmember Jim Graham was also recently ordered to give a deposition in that case.

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### **Jeanne Clarke Harris is charged in ongoing investigation of Mayor Vincent C. Gray's campaign**

By [Mike DeBonis](#) and [Nikita Stewart](#), Published: July 9, Washington Post

The [criminal probe into Mayor Vincent C. Gray's 2010 campaign](#) broadened Monday when a public relations consultant and Gray donor was charged in a far-reaching scheme to thwart campaign finance laws.

Jeanne Clarke Harris, 75, is scheduled to plead guilty in U.S. District Court on Tuesday to charges of funneling funds from businesses owned by [Jeffrey E. Thompson](#) to her relatives, friends and employees, who then made donations to various federal and local political candidates, according to court documents and people familiar with the probe.

The scheme was intended to evade legal limits on political contributions, and it is among the largest such "straw donation" conspiracies ever alleged in D.C. government.

Harris's attorney, Frederick D. Cooke Jr., declined to comment ahead of Tuesday's plea hearing. Thompson has not been charged, and his attorney, Brendan V. Sullivan Jr., did not return a call for comment.

The charges came four months after federal [agents raided the homes and offices](#) of Thompson and Harris, seizing dozens of boxes of documents and hundreds of thousands of electronic records. Authorities' interest in Harris and Thompson, long known as a major campaign financier to Gray (D) and several other current and former D.C. officials, opened a new and expansive front in a federal probe once thought to be

limited to Gray's campaign.

Harris was charged in a criminal information, a legal document that cannot be filed without the consent of the defendant. It generally signals a plea agreement. Harris is scheduled to appear in court on Tuesday for a plea hearing before the same judge who has been handling most of the defendants in the ongoing investigation into Gray's campaign.

None of the politicians who benefited from the alleged scheme are named in the document charging Harris. But the document refers to "Candidate A" and describes the person as a 2010 mayoral candidate whose campaign has been investigated by federal authorities. Three people with direct knowledge of the investigation identified Candidate A as Gray. Gray declined to comment.

Gray's 2010 campaign has been the subject of an ongoing federal probe dating to the spring of 2011.

The charging document also identifies a "co-conspirator" with whom Harris had a "close friendship and professional relationship" and together developed the straw donation scheme. The three people with knowledge of the probe said the "co-conspirator" is Thompson — the sole owner of D.C. Chartered Health Plan and the majority owner of accounting firm Thompson, Cobb, Bazilio & Associates, two District-based companies that do hundreds of millions of dollars of business with the city government yearly.

Monday's charges are the first related to the Gray investigation that go beyond the allegations of [Sulaimon Brown](#). Two Gray campaign aides have [pleaded guilty](#) to taking part in a scheme to pay Brown, a fringe mayoral candidate, to attack then-incumbent Adrian M. Fenty (D), who was Gray's main opponent in the race.

In addition to the campaign finance violations, the charging document alleges that Harris took "steps to impede federal officials" from obtaining information in their investigation of Gray.

The Harris charging document, like those in the previous prosecutions, does not allege Gray participated in or was aware of any criminal activity. But his campaign is alleged to have benefited from the illegal donations.

In 2010, prosecutors charge, Harris assembled donations of \$2,000 each — the legal maximum for an individual to donate to city mayoral candidates — from 16 family members, employees and friends. She also gave donations in her own name as well as two of her companies, Belle International and Details International.

Together, the donations totaled \$38,000, and prosecutors allege that all of it was reimbursed by Thompson.

The scheme was not isolated to the Gray campaign, prosecutors say. Over the course of more than four years, Harris and Thompson are said to have conspired to evade limits on contributions to the “campaign committees of various candidates for federal office and political action committees.”

In 2008 alone, Harris is said to have personally given \$14,650 to federal campaigns and committees, all of it directed and reimbursed by Thompson, the charging papers say. She is also accused of arranging an additional \$6,900 in contributions from a family member, a friend and an employee — all of it, again, reimbursed by Thompson.

None of the federal recipients are named, but federal campaign records indicate Harris gave to seven candidates in 2008, including Del. Eleanor Holmes Norton (D), Rep. Heath Shuler (D-N.C.), former Rep. Albert R. Wynn (D-Md.) and the presidential campaigns of Hillary Rodham Clinton and Barack Obama. Harris also gave a \$5,000 contribution to Emily's List, a Democratic political action committee. The papers do not imply that any of the recipients knew of the scheme.

Details in the charging documents point to a conspiracy that went beyond straw donations.

Prosecutors allege that Harris falsified a 2010 tax return for Belle International by improperly deducting \$908,217 in business expenses that were actually used for “political expenditures.”

The charging document does not detail the purposes of those expenditures. But federal authorities have been investigating what campaign workers have called a “[shadow campaign](#)” waged on Gray's behalf that used money that was not properly reported under campaign finance laws. Two people familiar with that aspect of the probe say the spending could have exceeded \$600,000.

Workers and volunteers have previously told The Washington Post that Harris helped direct the off-the-books effort with Vernon Hawkins, a longtime friend of Gray's.

A person familiar with the probe said Harris entered final negotiations with prosecutors Thursday. She signed a plea agreement Monday, the person said.

Harris is described by friends, employees and relatives as hard to miss

— stout, chain-smoking and sometimes sporting purple hair. On Jan. 8, Gray issued a ceremonial proclamation commemorating Harris's 75th birthday, a formal request by Linda Mercado Greene, Gray's girlfriend.

Harris has a long history in city politics, dating back to a stint as the campaign press secretary for Mayor Walter E. Washington's 1978 reelection campaign. Through the 1980s, Harris's public-relations firm won contracts with District agencies, and she attracted attention when she hired Effi Barry, the wife of then-mayor Marion Barry, in 1984.

Effi Barry quit three years later, but Harris became embroiled in another scandal involving former council member H.R. Crawford (D-Ward 7). She pleaded guilty in 1988 to concealing a scheme to pay a Crawford friend \$20,000 through a city contract Harris held.

After her 1989 sentencing — she received two years' probation and a small fine — a Post reporter asked Harris whether she had learned a lesson from her prosecution. "Yes," she said. "Be careful."

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### **Scott Bishop: Harris Paid Me to Do Gray Campaign Work**

Posted by [Alan Suderman](#) on Jul. 9, 2012 at 10:26 pm, Washington City Paper

Scott Bishop Sr., a longtime local campaign field organizer, says Jeanne Clarke Harris, who is [expected](#) to plead guilty tomorrow on conspiracy and fraud charges, paid him to put up signs and do other field work for Mayor Vince Gray's 2010 campaign.

Another campaign aide to Vince Gray, who asked not to be named because of the ongoing federal investigation, confirmed that Bishop put up signs for Gray. There is no record in Gray's campaign finance reports that Bishop was ever paid. It's not clear how much Harris paid Bishop. Harris' attorney, Fred Cooke Jr., did not immediately return a call seeking comment. Neither did a spokesman for the mayor.

A few months ago, [Bishop told LL](#) he'd "sort of" worked for the Gray campaign, but wasn't paid directly by the organization; a few weeks ago, he had told LL that Harris had paid him, but wouldn't let LL use his name. Tonight, he says LL can go ahead, because of Harris' imminent guilty plea.

Bishop's involvement underscores reports by both LL and the Washington Post that federal prosecutors are focusing their

investigation of Gray's 2010 run on an alleged off-the-books "shadow campaign" that conducted operations without disclosing expenditures or the source of the funds that paid for them. LL and the Post have both [reported](#) that the investigation was looking at Vernon Hawkins, a political operative and friend of Gray's who sources said weighed in frequently on campaign matters (though financial records don't show he was paid for the 2010 race). The Post [reported](#) that one of Harris' companies, Details International, paid an out-of-town political consultant, Tracy Hardy, who coordinated with Hawkins on Gray campaign matters. (ThePost also reported that the campaign paid Harris \$20,000 for what the administration now says was to buy ads, but she returned the check and didn't do the work.) LL has also [previously reported](#) that Gray's campaign driver and longtime Harris family friend, Mark Long, was not paid for his long hours as Gray's driver. But financial records for another campaign from late 2010 show that around the same time he was driving Gray, Long listed one of Harris's companies as his employer. LL has also [noted](#) recently that two companies that made signs for the Gray campaign have given records to the feds.

In court records filed today, the feds [allege](#) that Harris received money from an unnamed co-conspirator, who is almost certainly Medicaid contractor and megadonor [Jeff Thompson](#). The money was used, the feds say, to make tens of thousands of dollars worth of straw donations to various candidates. The feds also say that another of Harris' companies, Belle International, improperly deducted more than \$900,000 in political contributions from 2010 tax forms; political contributions aren't tax deductible.

During the 2010 mayoral campaign, Bishop says, Harris often clashed with Hawkins over money, as well as over specific details about how certain communities should be targeted. (Hawkins couldn't be reached through his attorney either—his attorney is also Cooke.) Bishop recalls being in the middle of one tiff between Hawkins and Harris in which Hawkins insisted that "the candidate," meaning Gray, was on his side.

"Fuck the candidate," Harris told Bishop, he says. That argument, Bishop says, ended as they all did: with Harris getting her way.

"The bottom line is that Jeanne would have her way in everything," says Bishop.

If Bishop's name sounds familiar, it should: Longtime political watchers will recall he [was made](#) the fall guy during former Mayor Anthony Williams' petition crisis in 2002.



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### **McDuffie asks D.C. to move streetcar barn from Ward 5 site**

July 9, 2012. [Kytja Weir](#) Staff writer - TransportationThe Washington Examiner

D.C.'s newest councilmember is asking the city to find a new location for a proposed streetcar barn instead of the Ward 5 site that he says neighbors oppose.

Kenyan McDuffie, who was elected in May to represent Ward 5 after Harry Thomas Jr. was convicted and sent to federal prison, wrote a letter to the mayor dated on June 29 asking for an alternative, the councilman's office said Monday.

The city is planning to build the storage and maintenance facility for the H Street-Benning Road streetcar line on the campus of Spingarn Senior High School at Benning Road and 26th Street in Northeast.

But the Democrat had held an emergency meeting on June 25 in the ward about the proposed "car barn" after neighbors had said it shouldn't be built there.

"Many residents have indicated that they found the justification for the Spingarn site to be one of expedience, rather than necessity," he wrote. "More broadly, many residents believe that the city uses Ward 5 as a 'dumping ground' for undesirable facilities, the car being another example of such a practice. In short, many Ward 5 residents feel disrespected."

He noted that the city held only three of its 16 community meetings on the streetcar line in his ward. He added that residents are worried the Carver Langston neighborhood won't see any benefits from the site and that it could jeopardize the safety of students during and after it is built.

But last month, the city awarded a \$50 million contract to Dean-Facchina LLC contract to build the facility. The city doesn't have much leeway with the timing as the trolley line is supposed to be running by July 2013.

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### **D.C. corporate donations ban gaining traction**

July 9, 2012, [Alan Blinder](#) Staff Reporter, D.C. City HallThe Washington Examiner

After months of federal investigations into corruption in District politics, the city's residents are poised to decide whether to ban corporate contributions to the city's political campaigns.

A group of activists Monday submitted more than 30,000 signatures to the [D.C. Board of Elections](#) supporting a ballot initiative that would bar donations by corporations to campaigns, transition and inauguration committees, legal defense groups and programs that handle constituent requests.

The group needed to garner the support of only about 23,000 people -- 5 percent of the District's registered voters -- to earn a place on the Nov. 6 general election ballot.

"The people of the District of Columbia are becoming increasingly more dissatisfied and disillusioned with the status of local politics," said Phil Pannell, the president of the Congress Heights Community Association. "People want to see an end to public elected officials playing tricks and trash with governmental and political cash. Initiative 70 addresses that."

Elections regulators must certify that the signatures meet a series of requirements, but petition organizers said they expect the initiative will appear on the ballot and succeed in November.

"I'd say that 75 percent of the people that we asked signed it," said Bryan Weaver, one of the movement's most prolific advocates and a former advisory neighborhood commissioner. "I'm pretty confident."

The initiative's proponents submitted the signatures not far from the office of U.S. Attorney Ronald Machen Jr., who is overseeing the high-profile probes into political corruption.

The campaigns of Mayor Vincent Gray and [ousted D.C. Council Chairman Kwame Brown](#) have drawn particular scrutiny. Both probes have already netted convictions of three men, including Brown.

Investigators are also looking into the activities of [Jeffrey Thompson](#), a prolific campaign contributor and a major city contractor whose home and offices were [raided in March](#). Thompson and a network of family members, friends, business associates and companies [combined to give hundreds of thousands of dollars](#) to District politicians through the years. Jeanne Clarke Harris, a one-time consultant with the Gray campaign and an associate of Thompson's, [was charged Monday](#) with fraud and conspiracy in a federal criminal information.

Gray and 10 sitting city lawmakers are among those who benefited from Thompson's largess.

The Gray administration last month [rolled out its own campaign finance reform proposal](#), but the mayor's plan on campaign contributions was not

as sweeping as the ballot initiative and focused on limiting donations from aspiring or existing city contractors. A Gray spokesman declined to comment. D.C. Attorney General Irvin Nathan, who spearheaded the development of Gray's proposal, has described the ballot initiative as a "meat-ax way" to approach reform.

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### **D.C. activists deliver 30,000 signatures for ballot initiative to ban corporate contributions**

By [Nikita Stewart](#) and [Tim Craig](#), Posted at 02:23 PM ET, 07/09/2012, Washington Post

District voters could decide in November whether [to ban direct corporate contributions to local politicians and candidates](#) after activists delivered more than 30,000 signatures to the city elections board Monday to get an initiative on the ballot.

D.C. Public Trust, a grass-roots group, needed about 23,200 signatures from registered voters, or 5 percent, to get Initiative 70 on the ballot. They also had to get 5 percent of voters in five of the city's eight wards. Organizers said they exceeded expectations, getting more than 5 percent of registered voters in wards 1 through 6.

The D.C. Board of Elections and Ethics will begin a 30-day review process that involves a more thorough examination than candidates get on the ballot, said Alysoun McLaughlin, a spokeswoman for the board.

The board will check every name and address to ensure that the person is a registered voter. There will also be a random sampling of 100 signatures from each ward to check authenticity, she said.

In addition, the challenge period, during which a citizen can raise questions about the petitions, begins Thursday.

Initiative 70 would prohibit direct corporate contributions to campaigns, constituent service funds, legal defense funds and inaugural and transition activities.

The pending initiative comes as two council members have pleaded guilty to various ethical lapses; two campaign aides to Mayor Vincent C. Gray have pleaded guilty to their involvement in paying an opponent to work on behalf of Gray's campaign; and a third was charged Monday in

connection with illegal campaign contributions. A federal investigation into campaign contributions and independent expenditures continues.

About 300 volunteers fanned out and collected signatures at grocery stores, farmers markets and other venues, said Sylvia Brown, a Ward 7 community activist and chairman of the group.

[Ward 1 community activist Bryan Weaver](#) said the biggest obstacle to gathering signatures was anger turned to apathy. “We anticipated the people who were going to be critical of it. ... What we didn’t expect were people who had thrown their hands up,” Weaver said. “It was across the city. ... There was this growing sense of anger that should be harnessed.”

During his monthly news conference, D.C. Council Chairman Phil Mendelson (D-At Large) refused to state his position on the proposed referendum. But in an off-camera meeting with reporters later, Mendelson said he has concerns with the referendum but isn’t likely to campaign against it.

“I think the restriction will actually impede disclosure and favor incumbents, and I don’t think that is a good thing,” Mendelson said. “But I recognize voters are very frustrated and that is why they are pushing the initiative, and I don’t want to interfere with that.”

Mendelson was selected by his peers to replace former council Chairman Kwame R. Brown, who resigned last month before pleading guilty to a felony bank fraud charge and a misdemeanor campaign violation.

Council member Tommy Wells (D-Ward 6), a chief proponent of the initiative, counters that it’s up to the council [to strengthen disclosure laws](#). He added “the weakest disclosure laws are done by corporations. ... The council could have fixed that, and did not.” Wells said that he fears that Mendelson is trying to “protect the status quo” on the council.

“He has not been in front of ethics reform already, and I don’t think he wants to rock the boat,” Wells said.

This post has been updated since it was first published.

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### **Emergency D.C. tax bill would benefit Southwest waterfront project**

Washington Business Journal by Michael Neibauer, Staff Reporter, Date: Monday, July 9, 2012, 2:48pm EDT

D.C. Councilman [Tommy Wells](#), D-Ward 6, will offer emergency

legislation Tuesday to exempt co-generation power facilities from D.C.'s 3.4 percent personal property tax, a measure that could immediately benefit the Southwest waterfront development.

Hoffman-Madison Marquette Waterfront LLC, developer of The Wharf, is negotiating with Washington Gas Energy Services Inc. on a proposal to build a co-generation plant to serve the massive waterfront project. Wells represents the Southwest waterfront.

“Immediate council action in support of this tax exemption is necessary to increase the likelihood that the developer will select this sustainable energy alternative which can then serve as a model for other large D.C. developments,” Wells wrote in his notice of intent to move the emergency bill during the July 10 meeting.

An omnibus energy bill, which includes the tax incentive for both co-generation and solar facilities, was the subject of a July 2 public hearing before the council’s environment committee. That permanent bill is not on the July 10 agenda and has not been voted on by the committee.

During last week’s hearing, WGES President [Harry Warren](#) told the panel that his company has advised a major potential co-generation client, one he did not name — but is likely Hoffman-Madison — that the average cost of electricity over the term of their agreement would be 50 percent higher with a personal property tax than without.

In a fiscal analysis of the bill released ahead of the public hearing, Chief Financial Officer [Natwar Gandhi](#) argued the tax incentive is “unnecessary” given the numerous local and federal incentives already available for green energy development.

Eliminating the tax on a 1.5 million kilowatt co-generation plant, constructed for \$30 million, would cost the District \$6.5 million in potential tax revenue over 15 years, Gandhi noted.

The “owners or private companies seeking to participate in the development or implementation of these alternative energy systems do not require additional financial incentives to do so,” Gandhi wrote.

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#### **D.C. Could Lower Tax Rate for Tech Investors**

By [Martin Austermuhle](#) in [News](#) on July 9, 2012 2:00 PM, DCIst.com

Only weeks after giving LivingSocial a [\\$32 million tax break](#), the D.C. Council will vote on legislation tomorrow that would give similarly give investors in local tech companies some relief on their earnings.

Under the proposal, introduced at the behest of Mayor Vince Gray, investors in qualifying tech companies would only have to pay a three percent tax rate on their earnings, far below the 8.95 percent paid by anyone else. Both new and preexisting investments would be covered by the new rate. Additionally, companies would be exempt from business franchise taxes for five years.

According to the office of the Deputy Mayor for Planning and Economic Development, the legislation would help grow D.C.'s burgeoning tech sector by allowing companies to more easily woo investors, retain existing D.C.-resident employees who might have stock options in the company and "recycle local capital gains in the form of angel investments and tech spinoffs." And much like other debates on tax rates, city officials warn that tech companies could decamp to Virginia—which has a six percent tax rate—if they don't get a lower rate in D.C.

"The District is at risk of losing investors, companies and the revenue that they generate because of our higher tax rate," said Jose Sousa, spokesman for the deputy mayor's office. "Since announcing the cap gains proposal, several investors who were considering relocating to Virginia have changed their plans with the expectation of paying the District's reduced rate next year. Because early stage companies' locations are closely linked with the location of their investors and advisors, losing angels is the equivalent of losing companies."

But Ed Lazere of the D.C. Fiscal Policy Institute—which pushed for more concrete benchmarks to be worked into the LivingSocial tax break deal—isn't convinced. The tax break for tech investors doesn't make much sense, he said, "because investors in start-up companies make decisions based on the quality of the business and likelihood of success, not the tax rate." Additionally, he said, "A low tax rate does not turn a bad investment into a good one." To him, this is simply a way for D.C. to give a nice tax break to wealthy tech investors.

In an Financial Impact Statement produced by D.C. CFO Natwar Gandhi on the bill, he offered another potential reason that legislators might be nervous: if a tech company in D.C. were to have a successful IPO, he said, "depending on the IPO price and the subsequent trading, the revenue losses [for D.C.] could be significant."

During a committee markup in late June, only Councilmember Muriel Bowser (D-Ward 4) voted against the proposal. D.C. Council Chair Phil Mendelson said today that he hadn't decided which way he would vote tomorrow, which will be the first of two votes on the legislation.

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## **D.C. Council Moves Closer to Making Uber Street Legal, But Uber's Not Happy About It**

By [Benjamin R. Freed](#) in [News](#) on July 9, 2012 5:15 PM, DCist.com

When the D.C. Council votes tomorrow on a bill overhauling the regulation and operation of the District's 6,500 taxicabs, Councilmember Mary Cheh intends to offer an amendment intended to ease things for a company that has been nagging at the side of D.C.'s livery industry for several months.

Part of Cheh's amendment bill addresses the governance of "sedan-class" vehicles—livery operations that are more than a taxi, but less than a full-service limousine. Specifically, the amendment would smooth things out between the D.C. Taxicab Commission and Uber, the smartphone app that hires upscale black cars for passengers looking for something more luxurious than a cab to get around town in a pinch.

But Uber's pricing model—a \$7 base fare plus \$3.25 for each mile traveled and 75 cents for each minute a car is hired—is out-of-sync with the DCTC's approved meter rates, a point of contention that erupted in January when the commission's chairman, Ron Linton, [conducted a "sting" on an unwitting Uber driver](#). And its arbitrary nature has sparked worries that Uber, in setting its own rates, could potentially undercut the District's metered cabs.

The text of Cheh's amendment, which was shared with DCist by a Council aide, offers several rule changes that would stabilize livery sedan operations. In the draft amendment, Uber is mentioned once in a heading.

The most important part of the Uber amendment states that the minimum fare in a sedan-class vehicle be five times the \$3 drop rate charged by metered cabs. As it happens, Uber's minimum fare is \$15. The amendment also pushes livery sedan companies, especially those that book passengers through mobile applications, to offer an estimated fare before a passenger enters the vehicle. Uber has also been flagged for only sending its customers receipts after a ride is finished.

If Cheh's amendment passes, companies that comply with its provisions would be exempted from the DCTC's oversight. In a brief phone interview, Linton said he did not view this amendment as an issue specific to Uber. "From our standpoint the bill is dealing with a certain

class called 'sedan class,' " he said. "We're working out appropriate language that makes it possible and protects the consumer."

While Uber is mentioned only once in the draft amendment as a section header, a memorandum Cheh—who chairs the Council's Environment, Public Works and Transportation Committee—circulated with her Council colleagues explains in details concerns presented by Uber. Among those concerns are the ability to operate without regulation from the DCTC and to charge substantially higher prices than regular cabs while still operating on a fare schedule based on time and distance.

Like the amendment, Cheh's memo seems to put Uber in a larger class of sedan services. But for practical matters, Uber is in a league by itself. Limos.com, [a competing company that plans to roll out a D.C.-specific service later this summer](#), presents its customers with estimated fares before rides are booked.

But Uber CEO Travis Kalanick wrote in an email to his customers today that the company does not want to see a pricing floor implemented. Kalanick argues that the amendment would block Uber's latest announced product, [a discounted service that hails less luxurious cars](#). In his email, Kalanick calls the amendment a giveaway to the District's cab industry.

[T]hey are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high—but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians.

Through a spokesman, Cheh said the amendment was hammered out by every interested stakeholder: "We worked with Uber and all the parties. Our intention was to make it so that Uber could continue to operate and we think we have that in this amendment."

Besides Uber, Cheh's amendment also focuses on cabs' fuel emissions, passenger complaints and the distribution of taxicabs across the city.

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**Breath tests for drunken-driving suspects could resume next month in D.C.**

By [Tim Craig](#), Published: July 9, Washington Post



District police could resume breath-testing suspected drunk drivers next month under a D.C. Council bill, set for consideration Tuesday, that would overhaul the city's troubled breathalyzer program and stiffen standards and punishment for impaired drivers.

D.C. police stopped conducting breath tests in 2011 after the disclosure that some tests were greatly inflating motorists' alcohol levels. Under the emergency legislation, police could begin using breathalyzers again next month.

The legislation also imposes strict new penalties on some impaired drivers. Drivers of commercial vehicles would be subject to a 0.04 blood alcohol limit; the current limit for all drivers is 0.08. A driver weighing 180 pounds would near the .04 limit if he or she consumed two drinks in one hour.

The change will help ensure that bus drivers and other heavy-vehicle operators pose less of a safety risk, said interim Council Chairman Phil Mendelson (D-At Large), who heads the Judiciary Committee.

"Commercial drivers should be held to a higher standard," Mendelson said. "If they are driving for work, my expectation is they have no alcohol in them."

District law generally defines commercial vehicles as weighing at least 26,000 pounds, meaning some residents who rent big moving trucks would be held to the lower limit.

The limit for noncommercial drivers would remain 0.08. But the council also seeks to make life more difficult for anyone who drives over the legal limit.

A driver convicted of driving under the influence would be subject to a fine of up to \$1,000 and 180 days in jail. Currently, a first-time offender can face up to a \$300 fine and 90 days in jail.

Someone arrested with a 0.20 blood alcohol level would be required to spend at least 10 days in jail, twice the current mandatory minimum. Drunk drivers arrested with a minor in the vehicle would face a five-day minimum sentence.

"We are updating a law that was written in 1925 to bring it into a modern era," said Pedro Ribeiro, a spokesman for Mayor Vincent C. Gray (D). "We have to make sure people understand — in the District of Columbia, we are not going to tolerate this."

The legislation is "a good first step" toward guaranteeing that the District

is not “a playground for drunk drivers,” said John Townsend, a spokesman for AAA-Mid Atlantic.

The District’s efforts to deter intoxicated drivers have been ensnared in controversy for years. Police must establish a suspect’s blood alcohol level to charge him or her with driving while intoxicated, but they can charge a motorist with driving under the influence or operating a vehicle while impaired without a blood alcohol test. That has led some motorists to allege that they were charged with OWI [after one glass of wine](#), leading to national headlines in 2005.

The program took another hit in February 2010 after an outside consultant discovered that incorrectly calibrated breathalyzers had inflated blood alcohol levels by as much as 20 percent. Nearly 400 people were convicted based on inaccurate breath-test results. The city stopped using the tests last year.

Dozens of drivers [challenged their convictions](#), and in May the District agreed to pay four of them \$20,000 plus attorneys fees.

The District purchased new equipment, but the testing program has [been on hold](#) pending the revised legislation. City police have instead been using field sobriety tests and urinalysis to make impaired-driving arrests.

Responsibility for overseeing the breath tests — including maintaining the devices and developing policies for their use — would shift from police and the Office of the Chief Medical Examiner to the Department of Forensic Sciences, [created by the council](#) last year.

Kristopher Baumann, head of the D.C. police union, warned that police officers may still be hesitant to use breath tests given past controversy. Several officers faced internal investigations after they tried to speak up about the previous flawed tests, he said.

“A lot of officers are concerned about being involved in these types of arrests,” Baumann said.

A 0.04 threshold for commercial drivers would bring the District in line with Maryland’s requirements, Townsend said. Federal regulations also require interstate truck drivers to abide by a 0.04 alcohol limit.

Allen Silver, a local organizer for the Sheet Metal Workers International Association, said many commercial drivers use their vehicles for purposes other than work and questioned whether it was fair to hold those individuals to a different standard than other drivers.

“It targets them and now they are stuck,” Silver said. “They can’t even go

out for a holiday treat with their family.”

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### **Unions move to block lobbyist's appointment to water board**

Posted at 04:20 PM ET, 07/09/2012, Washington Post, By [Mike DeBonis](#),

The city hall lobbyist nominated to the [D.C. Water board of directors](#), already facing questions about his ties to contractors, is now facing heated opposition from labor groups.

Roderic L. Woodson's nomination to the utility board was [pulled from a D.C. Council agenda](#) late last month after a council member raised concerns about potential conflicts of interest. But the nomination is set to be voted on at tomorrow's council meeting, and union leaders are making a strong push against confirmation — one that led Woodson to send a letter directly to council members defending his record.

“Rod Woodson has been on the opposite side of every labor-related issue for the last 20 years,” said a union official who spoke on the condition of anonymity because he was not authorized to speak to the media.

Woodson, a [partner at the Holland and Knight law firm](#), has ties to construction and development interests, including the powerful [D.C. Building Industry Association](#) and the generally anti-union [Associated Builders and Contractors](#). As a lobbyist for the Miller and Long construction company, he testified against legislation that would expand so-called “First Source” agreements mandating the hiring of city residents on government-financed construction projects — a labor priority.

A form letter circulated by Metro Washington Council AFL-CIO says that with “Woodson's many ties to builders and developers in the District, there is no way for him to act as an impartial board member in the interest of D.C.” It continues, “With [D.C. Water] currently embarking on several billion dollars worth of infrastructure work, which will create many new job opportunities in the District, having an anti-union, anti-D.C. resident individual on the Board is not in the city's interest.”

In a Friday e-mail sent to D.C. Council members and staff, Woodson acknowledged criticizing First Source but said his concerns have been rooted in policy analysis rather than in personal antipathy toward unions:

“The true answer to tackling unemployment is to be found with a well-designed and thoughtfully implemented workforce development program,” he wrote. And the idea that his board service would be hampered by conflicts of interest, he wrote, “is an absurd argument attempting to mask an act of desperation.”

“With the exception of one tangential day of work for Skanska more than a year ago on a non-procurement issue, I have never represented any of these entities!!” he wrote, adding, “what does any of this have to do with the price of water in the District?”

But labor activists maintain that the conflicts are troublesome, considering that his law firm colleagues are leading a legal challenge to First Source and could potentially represent contractors seeking D.C. Water business.

Both the AFL-CIO council and the Laborers’ International Union of North America have been lobbying council members to again table Woodson’s nomination. Tommy Wells (D-Ward 6), who had previously raised concerns, said Monday that he plans to oppose Woodson’s nomination, and the union official said that five council members in all have pledged to do so — leaving labor one vote short as of Monday afternoon.

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### **Wells Says No to Water Board Pick**

Posted by [Alan Suderman](#) on Jul. 9, 2012 at 11:20 am, Washington City Paper

Ward 6 Councilmartyr and [almost mayoral candidate](#) Saint Tommy Wells says he'll be voting against lobbyist Rod Woodson's nomination to the D.C. Water board of directors.

The move isn't much of a surprise, as Wells [put a delay](#) on Woodson's nomination late last month over concerns about a potential conflict of interest stemming from Woodson's representation of a D.C. Water construction contractor.

Wells says he's met with Woodson in the days since asking for the delay and has made up his mind not to support the nomination. Wells says Woodson's position as a partner at Holland & Knight, a heavy-hitting law firm on city development and land use issues, makes him an unacceptable choice to sit on a board that sets water rates for both residential and commercial customers.

"I do not see how a partner at Holland & Knight isn't business as usual,"

Wells says. "He should not be setting rates for businesses."

Wells added that proposing such a plugged-in power player for the water board is another example of the District government's "tin ear" on ethics issues. But whether Wells will have the votes to stop Woodson's nomination is still an open question. Woodson enjoys broad support among lawmakers at the Wilson Building. He's one of Mayor Vince Gray's favorite lobbyists and has been the chairman of Councilmember David Catania's last two campaigns.

Labor officials plan on lobbying elected officials today to block Woodson's nomination. Their [opposition is based](#), in large part, on Woodson's past lobbying on behalf of construction companies trying to undo the District's First Source laws, which aim at increasing the number of District residents on publicly financed construction jobs. Jos Williams, head of the Metropolitan Washington Council, AFL-CIO, [says](#) Woodson has made "his stance against District workers abundantly clear."

Digging a bit deeper, union officials are sore at Woodson for lobbying on behalf of concrete construction giant Miller & Long, whose owners have long been staunchly anti-union. One labor official says part of the pitch against Woodson might include highlighting the works of Miller & Long's Brett McMahon (son of the company's chairman John McMahon). McMahon has been a frequent critic of the Democratic Party and President Barack Obama; he's the spokesman for a [website](#) that referred to Obama as "Monsieur Presidente" and assails his record on the economy. McMahon also [told attendees](#) at a Conservative Political Action Conference that Miller & Long was "vehemently" against unions, boasted about putting the carpenters' union out of business, and urged anti-union proponents to be creative when trying to undermine union influence.

Woodson tells LL he doesn't advise Miller & Long on its political views, which he notes have nothing to do with setting water rates. In a letter to the council, Woodson downplayed any potential conflict of interests and highlighted his past work as chairman of the Alcoholic Beverage Control Board: "I offer a pledge to the mayor, the Council, and my fellow citizens and ratepayers that as a member of the board of DC Water I will take care of our collective best interests."

The council is set to vote on Woodson's nomination tomorrow.

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**From:** [SE Clifford](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED]  
**Subject:** NO Amendment to the taxi modernization bill !!!  
**Date:** Monday, July 09, 2012 6:08:50 PM

---

All,

For the last 3 years, my husband has had to use a car service to pick him up on Monday and take him to the airport because every time he called a DC taxi, THEY NEVER SHOWED UP!!! For the first few weeks, I had to get out of bed, put a coat on over my nightgown and drive him because, even though we called a cab the night before to pre-schedule, we were told we had to call 1/2 hour before we needed the ride. For a 6:00 am flight, this meant my husband had to get up and call for a taxi before he got in the shower, and then wake me up to take him when he was told by the dispatcher (after calling because no taxi showed up and the dispatcher never bothered to call him) that no taxi wanted to come and pick him up. So, instead of paying \$25 for a one way ride to National, he ended up spending \$50 a week, 48 weeks a year because DC taxi service is disgracefull.

This weekend, for the first time since I moved to DC in 1997, I order a taxi and IT ARRIVED WITHIN 5 MINS! My family and I rode in air conditioned comfort directly to our destination and the driver actually got out and held open the door! We were stunned and delighted. The car was arranged through Uber, a service my neighbor introduced us to. We actually took a DC cab home, as dinner was in Georgetown and that's one place where DC taxis seem to be plentiful, and the difference in the price was about \$4 - not worth saving verses the time and comfort of the Uber service. Now I understand that the DC Council is actually considering passing an amendment to the taxi modernization bill that would basically price the Uber service out of business.

SHAME ON YOU!!

Taxi service in DC is an embarrassment and a joke. I've travelled all over the world, lived in London - a place that sets the standard for taxi service - and everywhere I go, I get looks of sympathy when we discuss taxi service in our nation's capital.

ENOUGH!!

You've had plenty of time to fix this issue, to clean up the taxi services, to enforce regulations to ensure that anyone who needs a taxi can get one with decent service. Now that Uber and no doubt other providers are trying to provide a much needed service to the district - for residents and more importantly TOURISTS!!! - you are proposing to enact a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare???

I VOTE NO - AND I EXPECT YOU ALL TO AS WELL.

Ellen Clifford

[REDACTED]  
Washington, DC 20007

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Re: No Minimum Fare for Uber Amendment Vote  
**Date:** Tuesday, July 10, 2012 10:24:13 PM

---

Dear Councilmember Catania,  
Councilmember Evans is introducing an amendment that would have no minimum for Uber. I urge you to support this amendment.  
Thank you.

Best Wishes,  
Barbara L. Bryant  
[REDACTED]  
Washington, D.C. 20007  
[REDACTED]

----- Original Message -----

**From:** [REDACTED] <[REDACTED]>  
**To:** [REDACTED]  
**Subject:** Sedan Service vs Taxi Commission Amendment Vote  
**Date:** Tue, 10 Jul 2012 02:37:08 GMT

Dear Councilmember Catania,  
Please vote to protect fair competition among ground transportation competitors; particularly start-ups such as sedan services within the District of Columbia. Uber is a wonderful service and allows me to safely travel throughout the city when taxis are not available; or desirable, such as last week when two of them would not turn on their air conditioning and kept all the windows down.  
The taxis need competition so that they become more customer service oriented.

Please consider the ground transportation needs and desires of your constituents when you vote tomorrow on this legislation amendment.

Thank you.

Barbara L. Bryant  
[REDACTED]  
Washington, D.C. 20007  
[REDACTED]



**From:** [Matt Gorman](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Cc:** [Bellanca, Amy \(Council\)](#)  
**Subject:** no minimum Uber fare, please!!!  
**Date:** Monday, July 09, 2012 5:36:49 PM

---

There's got to be a way to allow Uber to compete with taxis while still allowing D.C. tax or fee revenue. Just say "no!" to minimum fares. The Uber people have clean cars, communicate well, are reliable, safe and one knows one is not being cheated as one can follow the car route on a GPS/Google Map. D.C. taxi drivers are, on the whole, rude. They ask for your destination in advance which is discriminatory. (They hate to drive two blocks into MD from Georgetown to drive me home.) They don't like running the A/C 'cause it eats gas. Etc., etc. Just say "yes!" to Uber service!!!!

Matthew A. Gorman  
[www.GormanAndAssociates.com](http://www.GormanAndAssociates.com)

 voice  
text

**From:** [Hayden Milberg](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** No on Minimum Fare Language  
**Date:** Monday, July 09, 2012 7:31:06 PM

---

As a resident and voter in Ward 6, I would respectfully request you make every effort to strike down the minimum fare language from the Uber Amendment. The City should not be penalizing an innovative business. Uber is a refreshing change to the existing taxi service and provides a good product at an affordable cost.

Thank you in advance.

Best,

Hayden Milberg  
[REDACTED]  
Washington, DC 20002  
[REDACTED]

**From:** [Arvin Ganesan](#)  
**To:** [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED] [Long, Mark \(Council\)](#)  
**Subject:** NO on Uber minimums  
**Date:** Tuesday, July 10, 2012 9:44:01 AM

---

Dear Councilman Catania and Orange,

I'm writing to urge you to vote against the so-called "anti-Uber" bill that could come to a vote today. Up until the introduction of Uber, I had too many friends living near me in the Dupont/Logan area who refused to take taxi cabs due to experiences that they have had in the past. Uber has changed that. Looking at the text of the amendment, the section itself is described as: "[t]hese requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service."

I greatly appreciate your service, Councilmen, but a vote for this amendment is a vote to block or decrease access to a service that many of your constituents live in, for the benefit of the taxi industry, which is a needed one, but one that has numerous problems.

I urge a NO vote to the anti-Uber amendments.

Best,

Arvin Ganesan

[REDACTED]

DC

**From:** [Mark Davenport](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** No to Uber Amendment price fix-- Free market for transportation services  
**Date:** Tuesday, July 10, 2012 7:03:41 AM

---

DC taxi riders would benefit from the competition posed by alternative methods of transportation. If Uber can provide services more efficiently, perhaps the taxi companies could learn a few lessons. If the DC government coddles them, they have no incentive to change. Having a livable, walkable city relies upon embracing new, better methods of transportation.

Mark Davenport  
11th & C NE

---

**Interactive Strategies. Details matter.**

**Mark Davenport**

Senior Account Strategist

1221 Connecticut Ave, NW | Suite 3A | Washington, DC 20036

p: [REDACTED] x105 | f: [REDACTED] | [www.interactivestrategies.com](http://www.interactivestrategies.com)

**From:** [Chelsie Paulson](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Not "Fare"  
**Date:** Tuesday, July 10, 2012 10:15:43 AM

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Two words: Free Market.

Please strike down the Minimum fare language from the Uber Amendement!

  
**CHELSEIE PAULSON | Account Manager**  
**tel:**  **ext 117** **m:** 

[Website](#) | [Twitter](#) | [Facebook](#)

 a uniquely integrated communications approach

**From:** [Lea Shanley](#)  
**To:** [Lea Shanley](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Re: Objections to Amendment in the DC Taxi Modernization Bill  
**Date:** Tuesday, July 10, 2012 5:14:16 PM

---

Dear Council,

Council member Evans is introducing an amendment that would have no minimum for Uber. I urge you to support this amendment for the reasons I provided below.

If I can't get a safe, affordable, reliable ride through Uber in your ward, I won't go there to spend money and support your local businesses.

Thank you.

Best regards,

Lea Shanley

Washington, DC

On Jul 9, 2012, at 7:12 PM, Lea Shanley <[REDACTED]> wrote:

- > Dear Council members,
- >
- > It has come to my attention that the Council plans to enact a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. With all due respect, I strongly object to this intended amendment on the part of the Council for the following reasons:
- >
- > As a single woman without a car, I am forced to walk home alone at night from the metro after attending a late work or cultural event downtown or a dinner party at a friend's home. Depending on the hour and location, walking home alone is not always a safe option. But, I cannot count on a taxi being available, particularly in residential neighborhoods or in some parts of downtown where I work. Unlike in other cities, DC citizens are unable to call and reserve a taxi for a specific time and place; they just don't provide that service typically in DC.
- >
- > In addition, I do not feel safe with some taxi drivers in DC, who frequently spend most of their time chatting on their cell phones and not paying attention to the road or pedestrians crossing the street. Or their taxis are so beat up, dirty, and smelling of smoke that my asthma is triggered.
- >
- > The Uber service can be scheduled, is highly reliable, highly professional, very clean, and most importantly safe. The DC Council should be encouraging this kind of high-quality service, which reflects well on the City and provides safe transportation options for women, not impeding it. Further, the Council should allow the UberX service.
- >
- > Thank you for your time and consideration.
- >
- > Best regards,
- >
- > Lea Shanley
- > [REDACTED]
- > Washington, DC 20008

**From:** [Lea Shanley](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [L. A. Shanley](#)  
**Subject:** Objections to Amendment in the DC Taxi Modernization Bill  
**Date:** Monday, July 09, 2012 7:12:56 PM

---

Dear Council members,

It has come to my attention that the Council plans to enact a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. With all due respect, I strongly object to this intended amendment on the part of the Council for the following reasons:

As a single woman without a car, I am forced to walk home alone at night from the metro after attending a late work or cultural event downtown or a dinner party at a friend's home. Depending on the hour and location, walking home alone is not always a safe option. But, I cannot count on a taxi being available, particularly in residential neighborhoods or in some parts of downtown where I work. Unlike in other cities, DC citizens are unable to call and reserve a taxi for a specific time and place; they just don't provide that service typically in DC.

In addition, I do not feel safe with some taxi drivers in DC, who frequently spend most of their time chatting on their cell phones and not paying attention to the road or pedestrians crossing the street. Or their taxis are so beat up, dirty, and smelling of smoke that my asthma is triggered.

The Uber service can be scheduled, is highly reliable, highly professional, very clean, and most importantly safe. The DC Council should be encouraging this kind of high-quality service, which reflects well on the City and provides safe transportation options for women, not impeding it. Further, the Council should allow the UberX service.

Thank you for your time and consideration.

Best regards,

Lea Shanley

Washington, DC 20008

**From:** [REDACTED] on behalf of [Daniel Kislyuk](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** on Uber  
**Date:** Tuesday, July 10, 2012 11:12:12 AM

---

Dear Michael,  
as a start-up founder myself I know far too well that small companies can easily be killed if the big ones do not play fair. And here we see a perfect example of the unfair play to the advantage of larger taxi companies. This so violates the spirit of fair competition that I could have expected to see it in Putin's Russia, not in the US.  
I urge you to strike down the minimum fare language from the Uber Amendment.

Sincerely yours,  
Daniel



**From:** [Andrew Schwartzman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** oppoae minimum fare in Uber amendment  
**Date:** Monday, July 09, 2012 9:54:28 PM

---

I commend the Council for moving taxi reform legislation. However, the minimum fare provision in the Uber amendment is profoundly anti-competitive and will cripple a new and innovative service. Please vote to remove this provision.

--

Andrew Jay Schwartzman  


-----  
Using Opera's revolutionary email client: <http://www.opera.com/mail/>

**From:** [Victoria Sanville](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Oppose Amendment Raising Fare Prices on Uber  
**Date:** Tuesday, July 10, 2012 10:03:53 AM

---

Dear Councilman Wells –

It has come to my attention that the DC Council is considering voting on an amendment that would raise fare prices on Uber and similar car services, or even disallow those types of business to lower their current fares. As a resident of your Ward, I am 100 percent opposed to this amendment.

I support having choices and am an Uber user. I live in a high rise in between the U.S. Capitol and Nationals Stadium and travel for business, leaving extremely early in the morning sometimes. To get me to the airport safely I rely on public transportation, and while the metro is not open this early, I rely on cabs. The DC cab system has become unreliable to me. Even ordering a cab one day before for pick up does not guarantee that the cab will show up. Uber has provided me a reliable and safe alternative to a highly unreliable DC cab system.

Further, I don't know the last time you have traveled in a DC cab, but as a single woman, many of these cabs cause me worry. First, trying to hail a cab at midnight in the city is unbearable – and frankly scary – sometimes. A cab will stop, I will put my hand on the door handle to open the door, and then the cab driver will lock the door and prevent me from getting in....just in case he doesn't want to drive from Georgetown to Capitol Hill and miss fares, or because he will make more money on three passengers down the road instead of just me by my lonesome self. Therefore, I go with Uber – who I know will show up and get me home safe. I am sure the DC Police Department appreciates Uber for this, as it prevents one less potential assault on a woman in DC.

Second, the wreckless driving and behavior of 60 percent of the cab drivers is unacceptable. I had a cab driver try to assault me --- IN HIS CAB --- instead of getting me home safely. Luckily, I jumped out before further incident. With corporate responsibility in mind, as well as wanting to keep its customer base growing, Uber has never had a problem offering safe, responsible drivers.

Lastly, the huffing and puffing because I want to pay by credit card instead of cash (because in the past I have had a cab driver try to steal my cash) is unbearable at this point. Uber has no complaints by me as they allow me to pay as I would like to.

Uber, and similar car services, provides a valuable and SAFE service to me in Washington, DC. While nothing shocks me anymore with the DC Council, I do find it appalling that you are considering limiting my options for transportation. I cannot stress enough that as my representative, if you vote for this amendment you are putting at risk the safety of every single woman (who happens to work and pay taxes that benefit your job) within your Ward.

Please stop adhering to the DC Taxicab interests and their lobbying goons. They are only out for themselves and will never care about the welfare of the residents you were elected to protect.

Sincerely,

Victoria Sanville

[REDACTED]

Apt 1012

Washington, DC 20003

**From:** [Phil Tahtakran](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Oppose Anti-Uber Cab Language  
**Date:** Monday, July 09, 2012 8:42:05 PM

---

I strongly urge you to oppose language that would impose a minimum cab fare on Uber and other competitors. Competition will breed improvements in service. I'm tired of sitting in a cab without air conditioning in this town. The minimum fare language is designed solely to prevent competitors with improved service from entering the marketplace.

Phil Tahtakran

[REDACTED]

Washington, D.C. 20002

**From:** [Joy McGlaun](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Oppose Minimum Fair Language  
**Date:** Monday, July 09, 2012 5:20:04 PM

---

Dear Mr. Catania,

I understand from this email that a vote to prohibit lower fares from Uber will be considered tomorrow. As a resident of Tenleytown, where it can sometimes be difficult to find a cab, I find Uber very useful and would welcome a lower cost option. I have often waited for a standard taxi cab for over 45 minutes and Uber has solved this problem for me. Additionally, the customer service and technology with Uber is fantastic and it would be nice to see the cab companies try to emulate the model and/or provide better customer service.

I think that the competition in DC that Uber brings is good for consumers and I urge you to please support language that would provide a level playing field for the company. Please do not support minimum fare language.

Sincerely,

Joy McGlaun

Washington, DC 20016

----- Forwarded message -----

From: Travis, Uber CEO <[REDACTED]>  
Date: Mon, Jul 9, 2012 at 4:42 PM  
Subject: Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
To: Joy McGlaun <[REDACTED]>

#### Un-Independence

On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would

choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

**THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!**

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the Uber Amendment.

**From:** [Lauren Airey](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Oppose Minimum Fare for Sedan-Class Vehicles  
**Date:** Monday, July 09, 2012 5:45:30 PM

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Mr. Wells:

As a resident of Ward 6, I wanted to write in and let you know my feelings about the reported proposal to set a minimum fare for sedans-class vehicles -- like the Uber service -- at no less than 5 times a taxi's minimum fare.

I am vehemently **opposed** to this proposal, and to any efforts that would handicap a reliable, high-quality transportation option. Uber provides a great option for on-call car service, particularly when taxi drivers are unavailable or uncooperative. Living at 9th & Maryland NE, I often hail cabs downtown or in upper NW that won't drive me home. I've given up on reporting these kinds of cabs to the Taxicab Commission, since nothing seems to come of it. I've also grown frustrated with dilapidated taxicabs, rude drivers and the absence of a viable credit card payment option. I've seen one DC taxicab this summer with the option of paying by credit card, and they charged a \$2.50 fee to use the service. If I'm going to pay extra for the convenience of paying with a credit card, I'd rather ride in a modern sedan with a courteous driver. The meters have been a vast improvement over the zone system, but it's clear that taxis in other major cities (like New York and Chicago) are much more customer-minded. As evidenced by its popularity, Uber is a great alternative to DC taxis for some residents.

I urge you to support residents of DC -- residents, I should add, who are your voters -- by opposing any proposals that would hinder the growth of car-for-hire services like Uber.

Thanks,

Lauren Airey

**From:** [Tim Fenton](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Oppose minimum fare language  
**Date:** Monday, July 09, 2012 5:14:12 PM

---

Dear Councilman Catania -

Please vote against the minimum fare language in the taxi cab bill that is before the council tomorrow. I and many other Hill residents are using Über and it's a worthy service. And I still ride in plenty of cabs too.

Please oppose the minimum fare language. Keep uber strong. Thanks.

Tim

Tim Fenton  
[REDACTED]  
Washington, DC 20002  
[REDACTED]



**From:** [Ryan McGinness](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** OPPOSE minimum fare language on Uber  
**Date:** Tuesday, July 10, 2012 10:52:59 AM

---

Mr. Chairman, Councilman Wells and At-Large Councilmen:

As a homeowner on Capitol Hill and business owner in NW DC, I utilize both DC's traditional cabs and the Uber service on a regular basis. I believe they both have a place in the market, and that the competitive forces they exert on each other are making both services more responsive to the needs of consumers in the District.

Please do not punish market innovations; allow the competition between car services like Uber and traditional taxi services to make both services better without punitive restrictions.

Sincerely,

Ryan McGinness



WDC 20002

**From:** [Andrew Howell](#)  
**Subject:** OPPOSE Taxi Modernization Bill amendment to harm UBER  
**Date:** Monday, July 09, 2012 11:28:01 PM

---

Council Members,

As DC policymakers, you should strive for open, transparent, competitive and non-discriminatory markets for products and services.

Unfortunately, the proposed amendment to the taxi modernization bill you are considering tomorrow will result in more discrimination and less competition, and continue to protect the current taxi system, which consistently performs poorly for those of us who use it regularly.

I own a business in the District of Columbia, and require transportation throughout the day. While the imposition of meters in taxicabs is a great start, much more must be done to improve the current system. Taxi drivers in DC willfully ignore fee structures, regularly charged in error for stops, additional passengers, luggage or gas premiums. Furthermore, far too often I board poorly maintained automobiles that do not portray the proper image of Washington, DC.

While you have proposed some solutions to these problems, such as use of GPS and credit cards, I worry that you are also slipping toward protecting the current underserving taxi system. As you know, the transportation committee proposed "minimum fare" language in section 8c of the Taxi Improvement Bill. That language threatens to roll back recent improvements and stifle innovative new transportation offerings.

In my view, there is zero public interest for mandating a price floor for sedan services and other competitive alternatives to taxi service. Requiring sedan service to price its starting service at 5 times the taxi rate is clearly designed by the taxi industry to stop competitors. One company, Uber, has already acknowledged such a restriction would prevent them from bringing environmentally-improving hybrid sedan service to DC -- a service they recently introduced in other markets. And I must believe that you would welcome such a service entering the DC market.

Given that services like Uber -- the clear target of this action -- have become popular in DC because of their improved service, you and your colleagues should do everything in your power to support this company, and others like it that strive for exceptional customer service. I urge you to OPPOSE this amendment and support competition in the DC transportation marketplace.

Sincerely,  
Andrew Howell


**From:** [Cyril Dadd](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Oppose the "Uber Amendment"  
**Date:** Monday, July 09, 2012 5:04:56 PM

---

Dear Councilmember Wells:

Please don't vote to stifle new competitors to DC's awful taxicabs. We need more choices. The customer service among taxis in the city is horrible.

Thanks as always for your public service,  
Cyril Dadd

  
Washington, DC 20003

**From:** [Warren Tryon](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Oppose the dc uber amendment  
**Date:** Monday, July 09, 2012 11:35:38 PM

---

Mr. Wells,

I used wait for hours for dc cabs to pick up until uber came along. Please do not vote to destroy über and a keep consumer choice alive.

Warren Tryon  
Ward 6 voter

Sent from my iPhone

**From:** [David Schooler](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Oppose the minimum fare language in the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:28:16 PM

---

Dear Councilmember Wells:

Please oppose the minimum fare language requiring sedans to charge 5 times the minimum fare for sedans.

The relatively new Uber service has been a welcome relief in a city where calling for a cab is totally unpredictable and rarely useful. It is doubly wrong that only this jurisdiction would prevent services like Uber from lowering its minimums, as it has done in all other jurisdictions. This is the kind of competition which in the long run will improve cab service in the District.

Sincerely,  
David Schooler

**From:** [Sharon Wagener](#)  
**Subject:** Oppose the so-called Uber Amendment  
**Date:** Monday, July 09, 2012 5:21:21 PM

---

Dear Councilmember,

As a resident of the District of Colombia, I am writing to urge you to oppose any legislation that would prohibit Uber or its low-cost alternative UberX from operating in the District. Further, I ask you to oppose the so-called "Uber Amendment," which would require sedan service to charge "no less than 5 times a taxi's minimum fare."

I have lived in the District since 1999. I can't tell you the number of times that I have called DC cab companies to obtain service, and been put on hold indefinitely or told that a taxi would be dispatched only to wait several hours and no taxi is ever actually dispatched. This poor service is absolutely unacceptable, and these fraudulent promises of a taxi dispatch should not be tolerated by the DC government.

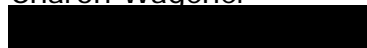
That is why I fully support alternative for-hire transportation options, like Uber. They pick up when they say they will. They provide real-time information on location. And they are always clean, courteous, professional, and reliable.

It is frustrating to me that anyone on the City Council would seek to prohibit low-cost sedan service in DC, particularly when the existing taxi cab system is unreliable and provides customers with fraudulent dispatch information.

Please oppose the so-called Uber Amendment, and give DC residents safe, reliable transportation choices.

Thank you,

Sharon Wagener

  
Washington DC 20003

**From:** [alexis.taylor](#)  
**Subject:** OPPOSE the Taxicab Commission Service Improvement Amendment tomorrow  
**Date:** Monday, July 09, 2012 5:08:02 PM

---

Dear DC Council Member:

It has come to my attention that tomorrow the Council plans to vote on a requiring a minimum fare for all alternative forms of transportation such as Uber.

As a city of many individuals who do not own cars often times cabs are an important type of transportation - but often not reliable. Uber has come in as a great and reliable alternative to public transportation which it's not practical or taxis when they refuse to take you some where (which is amazingly often).

In all things competition is good and drives companies and individuals towards better service and this change to minimum fare will only hamper competition and hurt DC residents.

As a DC resident I urge you to oppose the Taxicab Commission Service Improvement Amendment (Bill 19-630)

Alexis Taylor  
Ward 1

**From:** [Crosby Burns](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** oppose the uber amendment  
**Date:** Monday, July 09, 2012 5:29:15 PM

---

As a DC resident, I write to you strongly in opposition of an amendment intended to raise the minimum rate for companies like Uber. As you know, this amendment intends to create a separate class for non-taxis by imposing a drop rate that "shall be five times the drop rate for taxicabs" according to the amendment ([as accessed here](#) July 9, 2012). There is no reason in my mind why this legislation is needed. What kind of policy objectives does inflating the cost of using this service achieve for the public? None. Instead, this is a blatant example of government imposing itself into the free market at the behest of an industry (the taxicab industry) in a way that drives out competition and increases prices for consumers. Please stand up for the consumer and for your constituents, and please vote no on this amendment tomorrow. Thank you.

Crosby Burns



**From:** [Crosby Burns](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** oppose the uber amendment  
**Date:** Monday, July 09, 2012 5:28:55 PM

---

As a DC resident, I write to you strongly in opposition of an amendment intended to raise the minimum rate for companies like Uber. As you know, this amendment intends to create a separate class for non-taxis by imposing a drop rate that "shall be five times the drop rate for taxicabs" according to the amendment ([as accessed here](#) July 9, 2012). There is no reason in my mind why this legislation is needed. What kind of policy objectives does inflating the cost of using this service achieve for the public? None. Instead, this is a blatant example of government imposing itself into the free market at the behest of an industry (the taxicab industry) in a way that drives out competition and increases prices for consumers. Please stand up for the consumer and for your constituents, and please vote no on this amendment tomorrow. Thank you.

Crosby Burns

**From:** [Crosby Burns](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Oppose the uber amendment  
**Date:** Monday, July 09, 2012 5:27:28 PM

---

Councilmember -

As a DC resident, I write to you strongly in opposition of an amendment intended to raise the minimum rate for companies like Uber. As you know, this amendment intends to create a separate class for non-taxis by imposing a drop rate that "shall be five times the drop rate for taxicabs" according to the amendment ([as accessed here](#) July 9, 2012). There is no reason in my mind why this legislation is needed. What kind of policy objectives does inflating the cost of using this service achieve for the public? None. Instead, this is a blatant example of government imposing itself into the free market at the behest of an industry (the taxicab industry) in a way that drives out competition and increases prices for consumers. Please stand up for the consumer and for your constituents, and please vote no on this amendment tomorrow. Thank you.

Crosby Burns

**From:** [Roger Murry](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Oppose Uber Amendment  
**Date:** Monday, July 09, 2012 5:31:13 PM

---

Hi David - As a three year resident of the district (renting for two years and about the last year as a homeowner), I am concerned with the Uber Amendment to be considered tomorrow, specifically this wording:

- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

Uber deserves to be allowed to operate in DC. The DC Taxi Commission is among the most depressing parts of DC government - it serves taxi companies and drivers first, a great number who live outside the district, at the expense of DC residents. In the name of good government, I ask that you oppose the Uber Amendments.

Roger Murry  
[REDACTED] 2000

**From:** [Roger Murry](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Oppose Uber Amendments  
**Date:** Monday, July 09, 2012 5:28:20 PM

---

Hi Micheal - As a three year resident of the district (renting for two years and about the last year as a homeowner), I am concerned with the Uber Amendment to be considered tomorrow, specifically this wording:

- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

Uber deserves to be allowed to operate in DC. The DC Taxi Commission is among the most depressing parts of DC government - it serves taxi companies and drivers first, a great number who live outside the district, at the expense of DC residents. In the name of good government, I ask that you oppose the Uber Amendments.

Roger Murry

20003

**From:** [Roger Murry](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Oppose Uber Amendments  
**Date:** Monday, July 09, 2012 5:22:26 PM

---

Hi Tommy - As a three year resident of Ward 6 (renting for two years and about the last year as a homeowner), I take pride that my councilman is such a consistent force for transparency and good governance.

I am concerned with the Uber Amendment to be considered tomorrow, specifically this wording:

- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.

As someone who cabs often for work, I recognize the need modernize the district's cab fleet - credit card card capacity and a standard cab color are a must. However, there's a lot of excitement among me and my neighbors that Uber deserves to be allowed to operate in DC. The DC Taxi Commission does seem to serve its drivers first, a great number who live outside the district, at the expense of DC residents. In the name of good government, I ask that you oppose the Uber Amendments.

Roger Murry

Washington, DC 20003

**From:** [REDACTED]  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Opposed to pricing floor "Uber Amendment"  
**Date:** Tuesday, July 10, 2012 12:03:18 AM

---

Dear Councilman Brown,

I am writing to express my opposition to the "Uber Amendment," requiring a pricing floor. While this type of amendment may be helpful to the well organized and greedy taxi lobby, it is harmful to the residents that you represent. It is shameful to think that any DC City Council member would take steps to have its residents pay unnecessary higher transportation cost. I hope you will make the appropriate decision to have the pricing floor language removed.

Thank you for your time and consideration.

Troy Petenbrink

[REDACTED]  
Washington, DC 20011

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Opposed to pricing floor "Uber Amendment"  
**Date:** Tuesday, July 10, 2012 12:03:16 AM

---

Dear Councilman Catania,

I am writing to express my opposition to the "Uber Amendment," requiring a pricing floor. While this type of amendment may be helpful to the well organized and greedy taxi lobby, it is harmful to the residents that you represent. It is shameful to think that any DC City Council member would take steps to have its residents pay unnecessary higher transportation cost. I hope you will make the appropriate decision to have the pricing floor language removed.

Thank you for your time and consideration.

Troy Petenbrink

[REDACTED]  
Washington, DC 20011

**From:** [Mary Guernier](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Opposed to the Minimum Fare Amendment in the UBER Amendment  
**Date:** Monday, July 09, 2012 6:48:51 PM

---

Mr. Wells,

I urge you to vote against imposing minimum fare language in the UBER Amendment, the DC taxi cab alternative. This amendment will have an adverse financial effect on DC residents, workers and visitors. It will only benefit the small group of taxi cab drivers who may see it as a way to impede their competition.

Mary Guernier



**From:** [Mary Guernier](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Opposed to the Minimum Fare Language in the UBER Amendment  
**Date:** Monday, July 09, 2012 6:50:29 PM

---

Mr. Catania,

I urge you to vote against imposing minimum fare language in the UBER Amendment, the DC taxi cab alternative. This amendment will have an adverse financial effect on DC residents, workers and visitors. It will only benefit the small group of taxi cab drivers who may see it as a way to impede their competition.

Mary Guernier

**From:** [Mary Guernier](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Opposed to the Minumum Fare Language in the UBER Amendment  
**Date:** Monday, July 09, 2012 6:44:16 PM

---

Mr. Brown,

I urge you to vote against imposing minimum fare language in the UBER Amendment, the DC taxi cab alternative. This amendment will have an adverse financial effect on DC residents, workers and visitors. It will only benefit the small group of taxi cab drivers who may see it as a way to impede their competition.

Mary Guernier

**From:** [Jonathan Gifford](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Opposed to the Uber minimum rate provision  
**Date:** Tuesday, July 10, 2012 10:49:17 AM

---

David, I am told that legislation before the Council would impose a minimum rate equal to five times the taxi rate on services offered by Uber. This sounds like a terrible idea and I'd encourage you to oppose it. Thank you.

Jonathan Gifford

[REDACTED]

Washington, DC 20016

[REDACTED] / cell [REDACTED] / fax [REDACTED]  
[REDACTED]

**From:** [Jacob Talbot](#)  
**To:** [Reynolds, Wilson \(Council\)](#)  
**Subject:** Opposition to taxi modernization bill  
**Date:** Monday, July 09, 2012 9:08:00 PM

---

Dear Wilson,

I am a constituent of Jim Graham's ward, living at 3410 Brown St., NW. I am writing to voice my opposition to the taxi modernization bill dictating the fares that Uber can charge. I hope that Mr. Graham will oppose this price fixing scheme so that DC residents can have the option of selecting another affordable means of transportation.

Uber has delivered a service that allows taxi riders who live in undesirable locations to get a ride home with ease. Taxi drivers routinely will not let passengers into their cars before a rider discloses where they are going, despite the fact that this is against the law. Uber does not do this. Additionally, Uber allows people to get rides quickly, which may make a rider safer if they are alone late at night. The new service that Uber is proposing will lower fees, making these benefits available to more riders. This is a very positive development for the DC community.

Please pass this vote of opposition to the taxi modernization bill along to Mr. Graham.

Thanks,  
Jacob Talbot

**From:** [Haaker, Ryan \(WAS-MWW\)](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Opposition to the Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:32:32 AM

---

Dear Councilman Brown,

I am a resident of Ward 3, where I have lived since 1999. I have voted in every election in DC since 1998 and will continue to do so.

I wanted to take this opportunity to register my strong opposition to the Uber Amendments to the District of Columbia Taxicab Commission Service Improvement Amendment Act of 2011. From a public policy standpoint, there is no rationale for establishing a prohibitively high minimum fare in order to protect the entrenched political interests of the taxi drivers. I am no free-market crusader, but this seems an unnecessary intrusion into commerce that lacks any compelling rationale for government regulation. Using the logic that must flow from this amendment, you might just as properly set a high minimum fare for the pedicabs that operate around the city, as well as increasing the rental rate for Capital Bikeshare, so that they too do not interfere with the protected earning rights of the taxi drivers.

Uber seems to function quite nicely in ten other U.S. cities, and several international locales without the need for protectionist legislation. It should be allowed to do the same in DC.

Uber does not represent direct competition for taxicabs, and in fact is an entirely different business model designed to serve a niche market. Uber sedans cannot be booked in advance, and hence cannot be relied on to replace airport and rail transport services. I believe Uber can best be described as an opportunistic service that allows customers to avail themselves of a higher class of transportation on the chance that it is available in the timeframe needed at a moderately higher cost than a taxicab, but without the significantly higher cost of a dedicated sedan service. Uber is still in the relatively early stages of development in the District, and enacting legislation that can only be properly viewed as a political sop to the special interests of the taxicab drivers is unconscionable – particularly at a time of such low voter trust in the elected government in DC.

I strongly oppose this amendment now, and in any form that it might be introduced later in the legislative process as a package of amendments. I, and many others will be watching this vote closely and will make our opinions known at the polls.

I strongly urge you and your colleagues to move on to far more pressing city business – of which there is plenty – and allow the free market to determine the fate of Uber, other sedan services, and the taxicabs.

Sincerely,

Ryan W. Haaker  
Resident: Ward 3 – [REDACTED]

*Ryan W. Haaker*

Ryan W. Haaker

MWW : Vice President

██████████ | [mww.com](http://mww.com)

T. ██████████ F. ██████████

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**From:** [Megan \(Milam\) Rosenbusch](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Re: Opposition to Uber amendment  
**Date:** Tuesday, July 10, 2012 10:11:23 AM

---

In addition, I urge you to support the Evans amendment that would strike any minimum fare requirement.

Thank you,

Megan Rosenbusch

On Tue, Jul 10, 2012 at 10:03 AM, Megan (Milam) Rosenbusch

<[REDACTED]> wrote:

DC City Council,

I am writing to express my strong opposition to the DC Uber amendment. I am an eight year resident of SE Washington DC, and I generally take the DC metro or the Capital Bikeshare, take taxis often, and also am a customer of Uber. I find Uber to be more reliable and a more enjoyable experience than DC taxis who are often difficult to find in my neighborhoods. Taxis rarely come to SE, so it is difficult to find one from my house, and I have been forcibly rejected from taxis regularly because they would prefer to shuttle between busy neighborhoods at night and often refuse to drive to the Capitol Hill/SE neighborhood. I find it shocking that a government would try to prohibit businesses from offering services to consumers at competitive rates to protect an inefficient, overpriced monopoly. If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company.

Instead of voting to fix prices and cause voters to pay more for transportation, I would think City Council would encourage the taxi cab industry to adopt similar technology and compete on better service and efficiency.

I appreciate your consideration of this important matter and urge you to do what is best for the citizens of DC and NOT for the taxi-cab monopoly.

Megan Rosenbusch

[REDACTED]

Washington DC 20003

**From:** [Megan \(Milam\) Rosenbusch](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Opposition to Uber amendment  
**Date:** Tuesday, July 10, 2012 10:03:16 AM

---

DC City Council,

I am writing to express my strong opposition to the DC Uber amendment. I am an eight year resident of SE Washington DC, and I generally take the DC metro or the Capital Bikeshare, take taxis often, and also am a customer of Uber. I find Uber to be more reliable and a more enjoyable experience than DC taxis who are often difficult to find in my neighborhoods. Taxis rarely come to SE, so it is difficult to find one from my house, and I have been forcibly rejected from taxis regularly because they would prefer to shuttle between busy neighborhoods at night and often refuse to drive to the Capitol Hill/SE neighborhood. I find it shocking that a government would try to prohibit businesses from offering services to consumers at competitive rates to protect an inefficient, overpriced monopoly. If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company.

Instead of voting to fix prices and cause voters to pay more for transportation, I would think City Council would encourage the taxi cab industry to adopt similar technology and compete on better service and efficiency.

I appreciate your consideration of this important matter and urge you to do what is best for the citizens of DC and NOT for the taxi-cab monopoly.

Megan Rosenbusch



Washington DC 20003



**From:** [Paul Holder](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#)  
**Cc:** [Smith, Dee \(COUNCIL\)](#)  
**Subject:** Opposition to Uber Amendment  
**Date:** Monday, July 09, 2012 5:08:01 PM

---

Dear Councilmember Cheh,

I just wanted to take a brief moment of your time to urge you to strongly oppose any legislation that would hamper Uber's business practices. As a longtime DC resident and an employer of roughly 100 DC residents, I am generally appalled at the level of service offered by our homegrown taxi operators. DC's success and its economic health are in large part due to its hospitality and tourism trade. While I won't bore you with a laundry list of specific anecdotes and despicable behavior, the current state of the service offered by our taxi cabs puts us at a competitive disadvantage vis a vis both neighboring municipalities and destinations for business and pleasure. On the other hand, I have been uniformly impressed by the service offered by Uber, and while I have my own car in the district, I find myself using the car service several times a week. It is sleek, sophisticated, professional and a much better alternative to our sorry taxicabs. I think any attempts by Uber to expand their services, not only enriches our growing city, but also helps establish a competitive counterpoint to our woefully inadequate taxicab operators. Thank you for your consideration of this matter.

Paul Holder  
Managing Partner  
Town Hall  
O: (202) [REDACTED]  
C: (973) [REDACTED]  
[REDACTED]

**From:** [Christopher Splet](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Opposition to Uber Amendment Minimum Fare  
**Date:** Monday, July 09, 2012 8:18:55 PM

---

Dear Council members,

I'm writing to express my vehement opposition to the minimum fare section of the proposed Uber Amendment. Nothing smacks of blatant protectionism more than this ridiculous piece of legislation. Your duty is to look out for the interests of the people of the District of Columbia, not protect a lethargic industry that is desperately in need of reform. Uber provides much needed competition with a service level that people crave. Competition is never a bad thing and will only enhance the transportations option in this city, and I urge you to vote no on this section and preserve that competition. Your votes on this matter will have a substantial impact on my decisions at the ballot box.

Sincerely,  
-Christopher Splet

---

**Christopher Splet**



Washington, DC 20009

Phone 

**From:** [Haaker, Ryan \(WAS-MWW\)](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Opposition to Uber Amendments  
**Date:** Tuesday, July 10, 2012 11:32:48 AM

---

Dear Councilman Catania,

I am a resident of Ward 3, where I have lived since 1999. I have voted in every election in DC since 1998 and will continue to do so.

I wanted to take this opportunity to register my strong opposition to the Uber Amendments to the District of Columbia Taxicab Commission Service Improvement Amendment Act of 2011. From a public policy standpoint, there is no rationale for establishing a prohibitively high minimum fare in order to protect the entrenched political interests of the taxi drivers. I am no free-market crusader, but this seems an unnecessary intrusion into commerce that lacks any compelling rationale for government regulation. Using the logic that must flow from this amendment, you might just as properly set a high minimum fare for the pedicabs that operate around the city, as well as increasing the rental rate for Capital Bikeshare, so that they too do not interfere with the protected earning rights of the taxi drivers.

Uber seems to function quite nicely in ten other U.S. cities, and several international locales without the need for protectionist legislation. It should be allowed to do the same in DC.

Uber does not represent direct competition for taxicabs, and in fact is an entirely different business model designed to serve a niche market. Uber sedans cannot be booked in advance, and hence cannot be relied on to replace airport and rail transport services. I believe Uber can best be described as an opportunistic service that allows customers to avail themselves of a higher class of transportation on the chance that it is available in the timeframe needed at a moderately higher cost than a taxicab, but without the significantly higher cost of a dedicated sedan service. Uber is still in the relatively early stages of development in the District, and enacting legislation that can only be properly viewed as a political sop to the special interests of the taxicab drivers is unconscionable – particularly at a time of such low voter trust in the elected government in DC.

I strongly oppose this amendment now, and in any form that it might be introduced later in the legislative process as a package of amendments. I, and many others will be watching this vote closely and will make our opinions known at the polls.

I strongly urge you and your colleagues to move on to far more pressing city business – of which there is plenty – and allow the free market to determine the fate of Uber, other sedan services, and the taxicabs.

Sincerely,

Ryan W. Haaker  
Resident: Ward 3 – [REDACTED]

*Ryan W. Haaker*

Ryan W. Haaker

MWW : Vice President

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**From:** [Max Betzig](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED]  
**Subject:** Oppression of the Mind  
**Date:** Monday, July 09, 2012 7:22:41 PM

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DC Council,

I live just outside DC and work in Tysons Corner. I am a frequent and very satisfied Uber customer. I'm writing to ask you to strike down the minimum fare language from the Uber Amendment.

You've all heard this argument before; you're going to hear it again. It's as simple as this - what we take from society should be the direct product of the value we add. Artificially manipulating this equation is a recipe for mediocrity - a sure-fire way to discourage innovation and slow productivity. Uber provides a great service and should be compensated in accordance with the value they add - a value determined by the free market. If taxi drivers can't compete by either lowering their prices or upping the quality of their services, they should be allowed to go out of business. To step in and artificially induce an alternate outcome is criminal.

Do us all a favor and maximize social utility by allowing the free market to function.

Max

**From:** [JD Norman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Travis, Uber CEO](#)  
**Subject:** PASS THE UBER AMENDMENT TOMORROW!  
**Date:** Monday, July 09, 2012 4:58:26 PM

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Keep the markets free and **stop protecting the Taxi industry in DC**. Open and free markets will lead to higher quality service and lower costs for consumers. government regulations lead to corruption, high costs, and poor service.

**PASS THE UBER AMENDMENT TOMORROW!**

JD Norman  
Vice President

Active Engagement  
[www.actengage.com](http://www.actengage.com)



**From:** [REDACTED] on behalf of [Dennis J. Ryan](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Re: Pending DC City Council Vote  
**Date:** Tuesday, July 10, 2012 9:57:45 AM

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Dear Mr. Brown,

It has come to my attention that the District of Columbia city council will be voting today on an amendment to the taxi modernization bill which regulates the minimum taxi fares throughout the city. The effect of such an amendment would greatly impact taxi and private car services such as Uber. From first-hand experience, I can tell you that the District has some of the worst taxi services of any major city.

I have had the pleasure of calling DC's Ward 3 home for the past several years, but one thing our city lacks is a reliable, modern, and efficient taxi service. Uber and UberX have been a welcome relief to a city plagued by an antiquated and inefficient taxi system. The taxis which serve our city are often filthy and many drivers don't even take credit cards or have any idea how to get to common destinations. Many taxi drivers are extremely unprofessional and hassle their customers.

Your vote for such an amendment would have the effect of precluding car services like Uber from the market and would greatly reduce the quality of life in a city that is known for its innovative solutions to transportation problems. Even if you support the taxi commission's efforts to place a monopolistic hold on car services in the city, please consider how Uber will force these taxis and the commission to become competitive, innovative, more environmentally green, and improve customer service with between drivers and passengers.

Please serve your constituents well and vote down any measure which would exclude such a great company from the city we all call home. Thank you in advance for your kind consideration of this matter.

Respectfully,

Dennis Ryan  
*Ward 3 Resident*

--

**Dennis J. Ryan**

**The Catholic University of America, Columbus School of Law**  
**Candidate for J.D., 2013**

**Tel:** (202) [REDACTED] :: (646) [REDACTED]

**Web:** [www.linkedin.com/in/dennisjryanjr](http://www.linkedin.com/in/dennisjryanjr)

**Email:** [REDACTED]

**From:** [Anna Jones](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Pending Taxi Bill  
**Date:** Monday, July 09, 2012 5:17:44 PM

---

Dear City Council Member Catania,

I am so disappointed to learn that DC Council intends to pass an amendment that will make prevent Uber from lowering its prices, as part of the pending taxi modernization bill. Uber provides a superior transportation service at rates that are competitive to DC taxis, and we welcome the entrance of this competitor into the DC market.

Cab service in DC is expensive and unreliable at best. Although many cab drivers are hard working individuals, too often cabs don't come when called, refuse to take a passenger, and are dirty, noisy, or unsafe. And the recent rate increase makes DC cabs and even less attractive option. As a result of the rate increase, I now pay at least \$20 to travel from my office in Penn Quarter to my home in Glover Park. Uber provides a reliable, clean, and safe transportation alternative at competitive prices. It is a welcome, healthy, and much needed competitor in this marketplace.

I hope that our elected Council members will serve their constituents, rather than the taxi lobby, in voting against the amendment that would restrict Uber pricing and services. Voting for the amendment would be a great disservice to your constituents, and would further discourage innovative businesses such as Uber from entering the DC market.

Thank you for your attention,

Anna Jones



Washington DC 20007



**From:** [Anna Jones](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Pending Taxi Bill  
**Date:** Monday, July 09, 2012 5:17:17 PM

---

Dear City Council Member Brown,

I am so disappointed to learn that DC Council intends to pass an amendment that will make prevent Uber from lowering its prices, as part of the pending taxi modernization bill. Uber provides a superior transportation service at rates that are competitive to DC taxis, and we welcome the entrance of this competitor into the DC market.

Cab service in DC is expensive and unreliable at best. Although many cab drivers are hard working individuals, too often cabs don't come when called, refuse to take a passenger, and are dirty, noisy, or unsafe. And the recent rate increase makes DC cabs and even less attractive option. As a result of the rate increase, I now pay at least \$20 to travel from my office in Penn Quarter to my home in Glover Park. Uber provides a reliable, clean, and safe transportation alternative at competitive prices. It is a welcome, healthy, and much needed competitor in this marketplace.

I hope that our elected Council members will serve their constituents, rather than the taxi lobby, in voting against the amendment that would restrict Uber pricing and services. Voting for the amendment would be a great disservice to your constituents, and would further discourage innovative businesses such as Uber from entering the DC market.

Thank you for your attention,

Anna Jones



Washington DC 20007

**From:** [Vick, Sarah Elizabeth \(US - Denver\)](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Philosopher king? strike down the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:30:47 PM

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Philosopher king? strike down the minimum fare language from the Uber amendment

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v.E.1

**From:** [Son Tran](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Plea to Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 10:43:09 AM

---

Dear Council-members,

As a District resident, I am writing to request that you strike down the MINIMUM FARE language from the Uber Amendment to the taxi modernization bill.

I am seriously concerned about punitive government intervention in a well functioning marketplace. A vote for the amendment is protectionist and panders to the taxi lobby.

Sincerely,

Son Tran



**From:** [Engelhardt, Stuart S. \(JSC-SA4\)@TIETRONIX SOFTWARE INC](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#)  
**Cc:** [Travis, Uber CEO](#)  
**Subject:** Please - Strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:09:10 PM

---

When I work in DC at NASA HQ, there are occasions when I need to use Uber over other transportation options. It is not my only choice, but it is a great tool in a larger toolbox worth of choices available for different transportation needs. Especially when I can cover multiple people in one Uber (Cab) transportation expense, and need a reliable quality of service as only found in Uber.

Please reconsider the amendment to the taxi modernization bill.

Please, **Strike down the MINIMUM FARE language from the Uber Amendment.**

Sincerely,

**Stuart S. Engelhardt**  
National Aeronautics and Space Administration  
JSC - Space Life Sciences Directorate  
HQ - Open Government Initiative  
Phone: [REDACTED]  
Email: [REDACTED]  
Blog: <http://open.nasa.gov>

**Inspiration + Innovation + Discovery = Future**

**From:** [Christopher T. Gahan](#)  
**Subject:** Please ALLOW lower prices for Uber customers in DC  
**Date:** Monday, July 09, 2012 5:06:01 PM

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As a DC resident, I am greatly concerned to learn that my own government representatives might want to deny me a safe, customer-friendly transportation option. Please do not be swayed by our horrible taxi industry and please start defending residents who are deeply interested in having Uber as a viable and affordable option. And let's be honest here: There's no legitimate reason for why the DC government should deny Uber affordability for customers to protect a taxicab industry that's been a total disservice to the city's residents for decades.

Thanks for your consideration,  
Christopher

Christopher Gahan  
[REDACTED]  
Washington, DC 20001

**From:** [Darrell Duane](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please allow Uber to lower its rates. Strike down the minimum fare language  
**Date:** Monday, July 09, 2012 5:01:53 PM

---

Hi Phil, Hi Mary, Hi Michael,

I'm writing today because I'm quite concerned about the anti-competitive nature of the "5 times line" in the Uber Amendment that is being scheduled to be voted on tomorrow. I've been very pleased with Uber's operation and would love to have UberX in DC, even if it means that some of the taxis face some competition.

At the moment, there is a line in the bill being voted on tomorrow:

***"(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).***

This is very sad that this line will prevent Sedan services to operate competitively against standard Taxis. Sedans have a place in this city, and have a lot to offer, and not just for premium class customers. I often have to wait 5-10 minutes for a taxi to come by, and calling a taxi doesn't usually speed it up. However, with Uber, I can use my smartphone and see exactly how long it would take to have the sedan come to my location. Please let their technology innovation be available to anyone who can afford it and strike this line from the amendment.

#### ***Explanation and Rationale***

- ***This section would clarify how sedan services operate.***
- ***Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.***
- ***Sedans would be required to charge time and distance rates that are greater as those for taxicabs.***
- ***These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.***
- ***This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.***

#### **Un-Independence**

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation

alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

**Strike down the MINIMUM FARE language from the [Uber Amendment](#).**

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), [\(202\) \[REDACTED\]](#) [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), [\(202\) \[REDACTED\]](#) [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, [\(202\) \[REDACTED\]](#) [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, [\(202\) \[REDACTED\]](#) [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, [\(202\) \[REDACTED\]](#) [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, [\(202\) \[REDACTED\]](#) [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, [\(202\) \[REDACTED\]](#) [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, [\(202\) \[REDACTED\]](#) [REDACTED] [@marionbarryjr](#)
  
- **David Catania**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

To join the #UberDCLove activism team, [click here](#).



---

Uber Technologies, Inc.  
182 Howard Street, #8  
San Francisco, CA 94105

[Unsubscribe](#)  
[Subscription Preferences](#)  
[View this email in your browser](#)

 [@Uber\\_DC](#)




**From:** [Sheldon Maye](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please allow Uber to lower their fares!  
**Date:** Monday, July 09, 2012 10:53:55 PM

---

It's one of the only reliable transportation methods in DC. I can't tell you how many times I've called and they didn't show up...for flights too! They are a great service and should be allowed to provide a lower cost option. Thank you

Pay it forward,  
~Sheldon

-----  
Sheldon Maye  
Washington, DC  
m 

**From:** [Sheldon Maye](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please allow Uber to lower their fares!  
**Date:** Monday, July 09, 2012 10:53:25 PM

---

It's one of the only reliable transportation methods in DC. I can't tell you how many times I've called and they didn't show up...for flights too! They are a great service and should be allowed to provide a lower cost option. Thank you

Pay it forward,  
~Sheldon

-----  
Sheldon Maye  
Washington, DC  
m [REDACTED]

**From:** [Sheldon Maye](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please allow Uber to lower their fares!  
**Date:** Monday, July 09, 2012 10:52:18 PM

---

It's one of the only reliable transportation methods in DC. I can't tell you how many times I've called and they didn't show up...for flights too! They are a great service and should be allowed to provide a lower cost option. Thank you

Pay it forward,  
~Sheldon

-----  
Sheldon Maye  
Washington, DC  
m [REDACTED]

**From:** [Stogner, Kevin \(Council\)](#)  
**To:** [Evans, Jack \(COUNCIL\)](#)  
**Cc:** [Huff, Andrew \(Council\)](#); [Werner, Ruth \(COUNCIL\)](#); [Kimbrel, Sherri \(COUNCIL\)](#)  
**Subject:** RE: Please Allow Uber to Operate  
**Date:** Tuesday, July 10, 2012 5:40:04 PM

---

I would say something like the following – looping in others in case they have other thoughts:

Michael – thanks so much for your support.



Jack


---

**From:** Evans, Jack (COUNCIL)  
**Sent:** Tuesday, July 10, 2012 5:35 PM  
**To:** Stogner, Kevin (Council)  
**Subject:** FW: Please Allow Uber to Operate

What should be response for uber emails now?

Thanks

---

**From:** Michael Hartman [mailto:  
**Sent:** Tuesday, July 10, 2012 5:23 PM  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Subject:** Please Allow Uber to Operate

Dear Councilmembers:

I am a recent college graduate, born at GW hospital and raised in the Maryland suburbs, and I just started a full-time job in Arlington. Rather than moving to Virginia, where taxes are considerably lower, I decided to live in the District, in part, because I want my hard-earned tax money to go toward revitalizing the city I grew up loving. It is my strong belief that in order to attract more folks in my demographic to DC, and therefore more tax revenue to improve the city's schools and infrastructure, the Council should be encouraging exciting new start-ups like Uber to operate here, not stifling them. Uber not only meets an unsatisfied resident demand for transportation, it is also representative of the type of innovation that makes so many American cities special. I urge you to prevent DC from being left behind those cities because of

taxicab interests.

Thank you very much for your time and consideration.

Sincerely,

Michael Hartman  
Ward 2

**From:** [Evans, Jack \(COUNCIL\)](#)  
**To:** [Stogner, Kevin \(Council\)](#)  
**Subject:** FW: Please Allow Uber to Operate  
**Date:** Tuesday, July 10, 2012 5:34:38 PM

---

What should be response for uber emails now?

Thanks

---

**From:** Michael Hartman [mailto: [REDACTED]]  
**Sent:** Tuesday, July 10, 2012 5:23 PM  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Subject:** Please Allow Uber to Operate

Dear Councilmembers:

I am a recent college graduate, born at GW hospital and raised in the Maryland suburbs, and I just started a full-time job in Arlington. Rather than moving to Virginia, where taxes are considerably lower, I decided to live in the District, in part, because I want my hard-earned tax money to go toward revitalizing the city I grew up loving. It is my strong belief that in order to attract more folks in my demographic to DC, and therefore more tax revenue to improve the city's schools and infrastructure, the Council should be encouraging exciting new start-ups like Uber to operate here, not stifling them. Uber not only meets an unsatisfied resident demand for transportation, it is also representative of the type of innovation that makes so many American cities special. I urge you to prevent DC from being left behind those cities because of taxicab interests.

Thank you very much for your time and consideration.

Sincerely,

Michael Hartman  
Ward 2

**From:** [Michael Hartman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Allow Uber to Operate  
**Date:** Tuesday, July 10, 2012 5:22:55 PM

---

Dear Councilmembers:

I am a recent college graduate, born at GW hospital and raised in the Maryland suburbs, and I just started a full-time job in Arlington. Rather than moving to Virginia, where taxes are considerably lower, I decided to live in the District, in part, because I want my hard-earned tax money to go toward revitalizing the city I grew up loving. It is my strong belief that in order to attract more folks in my demographic to DC, and therefore more tax revenue to improve the city's schools and infrastructure, the Council should be encouraging exciting new start-ups like Uber to operate here, not stifling them. Uber not only meets an unsatisfied resident demand for transportation, it is also representative of the type of innovation that makes so many American cities special. I urge you to prevent DC from being left behind those cities because of taxicab interests.

Thank you very much for your time and consideration.

Sincerely,

Michael Hartman  
Ward 2

**From:** [Samuel Minkoff](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please allow Uber to operate in DC without fare restrictions  
**Date:** Monday, July 09, 2012 5:01:41 PM

---

I am requesting that you strike down the minimum fare language from the Uber amendment and do not require Uber to cost 5X more than cabs. This is a great thing for the city and adding these fare restrictions would be a bad move for DC.

<http://blog.uber.com/2012/07/09/uber-amendment/>



**From:** [Beth Hamilton](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please consider for today  
**Date:** Tuesday, July 10, 2012 10:02:20 AM

---

**Dear Mr. Brown,**  
**I am asking you to consider the following as you vote today:**

**Strike down the MINIMUM FARE language from the Uber Amendment.**

**We need to consider the best options for citizens and visitors to DC. I travel there frequently and am utterly shocked by what is available as far as taxis are concerned. This may improve so many situations there. Thanks for your time and consideration**

Beth Hamilton

**From:** [Caroline Groom](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please do not create a minimum fare for Uber!!!  
**Date:** Tuesday, July 10, 2012 12:55:33 PM

---

To whom it may concern:

As a DC resident, who was born and raised in Virginia and plans to live in the district indefinitely, I urge you to strike down the minimum fare for Uber!! Uber is a great service that only threatens DC cab drivers because of their excellent service. They offer a better, cleaner, more hospitable service than most DC cabs. Unlike in Arlington, DC cabs are typically very old and sometimes a bit dirty / hot / lack air conditioning. Conversely, there is nothing like getting in an uber taxi with air conditioning blasting and a free bottle of water. Please allow price competition and innovation to come to and stay in the district!!!

Caroline Groom

--

Caroline Groom

--

[REDACTED] (cell)

**From:** [Marie Francis](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Bellanca, Amy \(Council\)](#); [Allen, Charles \(COUNCIL\)](#); [Wynn, Monique \(COUNCIL\)](#); [Hutchinson, Jordan \(COUNCIL\)](#); [Lloyd, Estell \(Council\)](#)  
**Subject:** Please Do Not Force Uber to Artificially Raise Its Rates  
**Date:** Monday, July 09, 2012 11:00:18 PM

---

Dear Councilmen,

I am writing to urge you to vote AGAINST forcing Uber to raise its rates. I'm appalled at the way this council has demonstrated it favors entrenched interests over enterprising businesses. Forcing Uber to raise its rates to make it unaffordable for most people is a disservice to DC consumers who benefit from competition and more choices in the marketplace.

Thank you,

Marie Francis

[REDACTED]

Washington, DC 20002

--

Marie C. Francis

communications professional - [@mcfrancis](#) - marie.c.francis [at] gmail [dot] com

**From:** [Ryan Dare](#)  
**Subject:** Please do not past the minimum fare amendment  
**Date:** Monday, July 09, 2012 7:06:40 PM

---

Dear councilmember, I am writing to you to urge you not to pass the minimum fare amendment to the taxi modernization bill tomorrow. As a DC resident, I enjoy the service offered by Uber and am looking forward to their new low cost service.

Please do not pass this amendment preventing this fine service to Washingtonians.

I pray that you will be accountable to the citizens of Washington DC and our needs, not to the taxi lobbyists. I will be monitoring this vote and it will be a major issue on how I vote in the next elections.

Thanks for your consideration,  
Ryan Dare

**From:** [Ben Willman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please do not put a price floor on UBER  
**Date:** Monday, July 09, 2012 5:42:04 PM

---

I am a resident of Ward 6. I have used Uber several times now - in cases where a yellow taxi was not possible.

I urge you to not require a minimum fee for Uber.

I think it is a fantastic service, one that as a consumer I would like to choose to spend my money on.

1) It is safer: My wife (who is pregnant) can request a ride from the safety of our house at 5 AM on the way to an airport.

2) It is more reliable: Yellow cabs do not come reliably when called on the phone. They say they "cannot give an estimate time". Which makes it difficult to rely on. Especially when you need to make a flight. I can't tell you how many times I've had to scramble and find alternate transportation because a yellow cab didn't show up or was late to make a flight.

3) Clean: The cars are more clean and the experience more professional.

I am a strong progressive, supporter of labor rights and fair wages.

I do think, however, that protecting the taxi fleet from competition (other folks who get need jobs too) is not justified in this case.

Hopefully, Uber will be allowed to compete with taxis fairly - and the higher level of service and will prompt the Yellow cab services of DC to up their game.

Cordially,

Ben Willman

**From:** [Seth](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please do not support the uber amendment  
**Date:** Monday, July 09, 2012 6:40:46 PM

---

I am a long time DC resident -- please do not support the Uber amendment - I use the service throughout the country and it is a great option. I also take a lot of cabs.

Killing competition with legislation is not the way to move forward in the District.

Regards

Seth Kirshenberg

**From:** [Howard, Jenna Kirkpatrick](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please do not vote against uber tomorrow.  
**Date:** Monday, July 09, 2012 5:11:00 PM

---

Good afternoon,

I live at 70 I Street SE and regularly use Uber as a safe, reliable service to get around the city. I realize that the taxi commission is in support of the amendment tomorrow. However, taxi service is not consistently available in our area.

Please strike down the minimum rate language in the uber amendment tomorrow.

I look forward to your support tomorrow in providing an additional low cost service to your citizens.

Thank you,  
Jenna Howard

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please do not vote for Minimum Fare Language for Uber - we need an alternative to rude, late, dirty taxis!  
**Date:** Tuesday, July 10, 2012 9:34:51 AM

---

Please allow Uber to continue to provide service to DC customers.

Uber is still more expensive (to me it appears to be at least twice as expensive) and I take taxis whenever possible. However, often my taxis:

- 1) show up LATE (so I miss my flight/train?)
- 2) show up (or when in taxi line are) with a smoke filled inside when I have requested nonsmoking (and they point "but I am not currently smoking ...").
- 3) show up (ditto in a taxi line) with no air conditioning. I ask them to turn it on and they often say no or it does not cool down enough during trip (by end of ride I look like I just rolled out of bed with hair blown all over the place).
- 4) refuse to take me VA!
- 5) are rude.

I could go on ...

Uber is ALWAYS on time. Clean. Polite. Air conditioned.

Also - the Taxi lines at Union Station and Nat'l Airport 90% of the time are so long I wait from 15 to 30 minutes. Uber is always close by. They have saved me multiple times when my flights have been late and taxis no where to be found.

I live on Wisconsin Ave. I will still take taxis when I can to save money - and for quick trips around the city. But I - DC - needs an alternative!

THANKS!

Marita



**Marita A. Fegley** | Director | Tax Services

Ernst & Young

1101 New York Avenue NW, 20005, Washington DC, United States of America

Office: [REDACTED] | Cell: [REDACTED] | [REDACTED]

Fax: [REDACTED]

Website: [www.ey.com](http://www.ey.com)

Assistant: Euphemia Johnson | Phone: [REDACTED] | [REDACTED]

**Any U.S. tax advice contained in the body of this e-mail was not intended or written to be used, and cannot be used, by the recipient for the purpose of avoiding penalties that may be imposed under the Internal Revenue Code or applicable state or local tax law provisions.**

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**From:** [Lucas Black](#)  
**Subject:** Please do NOT vote for the Uber Amendment  
**Date:** Monday, July 09, 2012 5:16:32 PM

---

Please do NOT vote for the Uber Amendment. As a consumer, I would greatly appreciate a cheaper, RELIABLE transportation option in the district. And believe me, after my last Uber ride, I can tell you that there is a significant opportunity for this to be more cost effective.

Regards,

Lucas Black

**From:** [Tobias Beckwith](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please do the American thing  
**Date:** Tuesday, July 10, 2012 11:31:21 AM

---

Please do yourself and your constituency a favor: **Strike down the MINIMUM FARE language from the Uber Amendment.**

Price fixing by a monopolistic taxi industry is anti-American and unconstitutional. By voting no today, you will save your constituents money that will most certainly have to be spent when this law is brought unsuccessfully before the courts. What's more, you may well help to reduce unnecessarily inflated transportation costs for your constituents.

Tobias Beckwith

*President/ Tobias Beckwith, Inc.*

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(Silicon Valley / Bay Area)  
(Fax)

Newsletter Sign-Up: <http://tinyurl.com/YMlist>

**From:** [andrew.cooper](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please don't approve the Uber Amendment  
**Date:** Monday, July 09, 2012 5:10:21 PM

---

Approving the Uber Amendment would only take away the only option we have in this city to use transporation via Credit Card!!!

Sincerely,

Andrew Cooper



**From:** [David Fabian](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please don't kill Uber  
**Date:** Tuesday, July 10, 2012 2:09:02 PM

---

Mr. Catania,

I am a resident of Ward 2, and I have enjoyed the boom of new transportation options over the past decade in the District. From Zipcar to Bikeshare to Car2Go, and of course the Circulator, Metro and Metrobus having options is great for a city dweller like myself.

When I heard that the DC Council is considering imposing prohibitive minimum fares to the innovative new car service Uber, I was shocked. DC's cabs have lagged behind the rest of the nation and behind other alternatives for many years now. Please don't give the taxicab commission an unfair and undeserved monopoly by limiting other businesses from entering into the market at a level playing field.

DC is growing, and its citizens deserve a fair and world class transportation system; including cabs and cab alternatives such as Uber and UberX. Please support the amendment put forward by Councilmember Jack Evans which does not impose a minimum fare for sedan services.

Thank you,

David Fabian


[REDACTED]

Washington, DC 20005

[REDACTED]

**From:** [ERICK MULLEN](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** please dont mess with UBER  
**Date:** Monday, July 09, 2012 5:33:30 PM

---

  
WDC 20011

**From:** [Matt Pelligrino](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#)  
**Cc:** [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please don't stifle innovation in the District  
**Date:** Tuesday, July 10, 2012 9:10:10 AM

---

Chairman Mendelsohn and Council,

Please vote down the proposed amendment regarding an increase in the base fare for the Uber car service. As a 12 year tax paying resident of the District, innovative businesses like Uber are part of what drive young people like myself to move to DC and plant roots here. I recognize that the service is not for everyone but it provides a much needed transportation alternative to the city's taxis. Washington, DC is a world class city that is continuing to change and evolve. We have what can only be described as a broken, unsafe, third world taxi system.

The District is attracting new, innovative leaders and businesses that want to make this city great. Why prevent that with amendments such as this? Shouldn't our city's leaders be encouraging businesses, especially new and innovative services that provide our residents and visitors with multiple options? Passing the Uber amendment will only send a message to businesses and the young people that are driving the change in this city that DC hasn't really changed and it's not worth investing in our city. Please don't let that happen.

Matt Pelligrino

[REDACTED]

Washington, DC 20001

**From:** [Tomer Molovinsky](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** please don't stop uber!  
**Date:** Monday, July 09, 2012 5:46:56 PM

---

Dear Mr. Brown,

I have grown up in the DC area for all 34 years of my life. I have been a member of Uber for less than a week. I can say unequivocally that it is the best thing to come to DC in terms of public transport since the metro. Striking it down would be a travesty and would cost me as a citizen to lose faith in those people running the District of Columbia.

Thanks for your attention.

Tomer Molovinsky



**From:** [Tyler Boyd](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]  
**Subject:** Please don't vote against Uber Cab  
**Date:** Monday, July 09, 2012 9:15:14 PM

---

They're a safe, competitive, capitalistic alternative to cabs!

--

Tyler R Boyd

[REDACTED]

Alexandria, Virginia

22314

(M) [REDACTED]

**From:** [Laura Unterholzner](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please don't vote to prevent Uber from lowering rates!  
**Date:** Monday, July 09, 2012 5:12:08 PM

---

Dear Mr. Catania,

I just received word that the DC Council will be voting tomorrow to prevent Uber from offering low cost service and a less expensive Uber option by utilizing an all-hybrid fleet. From what I hear, the Council is doing this to prevent Uber from being a viable alternative to taxis.

The taxi service in DC is no more important than Uber. Uber drivers are reliable, safe drivers who follow the rules of the road. As someone who lives and works in the District, it is frustrating to see taxis treat the streets as their own personal race track, dodging in and out of traffic without using signals or any regard for other drivers, bicyclists, or pedestrians.

On top of reckless driving behavior, many taxis feel they do not need to use their meters but instead set their own prices and attempt to negotiate with the passengers. This is extremely frustrating, especially when attempting to travel from an area where the taxi population is sparse, and particularly when traveling at night. In this situation, as a young woman I feel I have no option but to get into a taxi when it comes along, even if the "negotiated rate" is unreasonably high. Truthfully, if I had my choice, I would never use taxis. The drivers are rude and irresponsible drivers, and the rates are not that much different than Uber, which offers superb customer service, reliability, and with this new UberX amendment, a more environmentally friendly and low cost option for traveling in the District.

PLEASE DO NOT VOTE TO SET A PRICE FLOOR!

Kind regards,

Laura Unterholzner

--

Laura Unterholzner

**From:** [Laura Unterholzner](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please don't vote to prevent Uber from lowering rates!  
**Date:** Monday, July 09, 2012 5:10:32 PM

---

Dear Mr. Wells,

I just received word that the DC Council will be voting tomorrow to prevent Uber from offering low cost service and a less expensive Uber option by utilizing an all-hybrid fleet. From what I hear, the Council is doing this to prevent Uber from being a viable alternative to taxis.

The taxi service in DC is no more important than Uber. Uber drivers are reliable, safe drivers who follow the rules of the road. As someone who lives and works in the District, it is frustrating to see taxis treat the streets as their own personal race track, dodging in and out of traffic without using signals or any regard for other drivers, bicyclists, or pedestrians.

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PLEASE DO NOT VOTE TO SET A PRICE FLOOR!

Kind regards,

Laura Unterholzner

--

Laura Unterholzner

**From:** [Laura Unterholzner](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please don't vote to prevent Uber from lowering rates!  
**Date:** Monday, July 09, 2012 5:08:03 PM

---

Dear Mr. Brown,

I just received word that the DC Council will be voting tomorrow to prevent Uber from offering low cost service and a less expensive Uber option by utilizing an all-hybrid fleet. From what I hear, the Council is doing this to prevent Uber from being a viable alternative to taxis.

The taxi service in DC is no more important than Uber. Uber drivers are reliable, safe drivers who follow the rules of the road. As someone who lives and works in the District, it is frustrating to see taxis treat the streets as their own personal race track, dodging in and out of traffic without using signals or any regard for other drivers, bicyclists, or pedestrians.

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PLEASE DO NOT VOTE TO SET A PRICE FLOOR!

Kind regards,

Laura Unterholzner

--

Laura Unterholzner

**From:** [Matt Klasen](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please drop the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 8:13:59 AM

---

Councilmember Catania:

I am writing to encourage you to **drop the minimum fare language from the Uber amendment**. As a DC resident for nearly five years, I believe in promoting diverse and effective transportation options within our city. Crippling a new entrant into the transportation market for questionable reasons does not seem like a way to promote a diverse and livable city.

**I've never written or called the DC Council on any issue before**, which demonstrates my strong interest in this specific area. Having ridden Uber a few times over the last week, it is effective, safe, and complementary to our existing transportation options. If DC cabs were to improve their quality, cleanliness, and reliability, taking a cab would be a far more reliable experience. Instead, the Council appears ready to over-regulate a new entrant into the market with little justification.

My most recent cab experience involved standing on the corner in Adams Morgan waiting ten minutes for a cab, then entering a cab and being pulled over by a taxi inspector because the driver had turned down prior customers based on their destination. While this enforcement is useful -- like the Union Station issues raised a couple months ago -- it's clear evidence that what needs improvement is our cab system, not new entrants into the market who are designed to provide additional transportation options within our city.

I strongly encourage you to think a bit more about this amendment before it is voted on, so that your constituents and the Council can better consider its implications. In my view, decimating a new entrant into DC's transportation market, for opaque and questionable reasons, would reduce our city's transportation options, provide little incentive to improve the services that already exist, and do a disservice to DC consumers like myself.

Thank you for listening.

Best,  
Matt Klasen



**From:** [Matt Klasen](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please drop the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 8:12:26 AM

---

Councilmember Wells:

I am writing to encourage you to **drop the minimum fare language from the Uber amendment**. As a DC resident for nearly five years, I believe in promoting diverse and effective transportation options within our city. Crippling a new entrant into the transportation market for questionable reasons does not seem like a way to promote a diverse and livable city.

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Thank you for listening.

Best,  
Matt Klasen



**From:** [Matt Klasen](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please drop the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 8:07:00 AM

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Councilman Brown:

I am writing to encourage you to **drop the minimum fare language from the Uber amendment**. As a DC resident for nearly five years, I believe in promoting diverse and effective transportation options within our city. Crippling a new entrant into the transportation market for questionable reasons does not seem like a way to promote a diverse and livable city.

**I've never written or called the DC Council on any issue before**, which demonstrates my strong interest in this specific area. Having ridden Uber a few times over the last week, it is effective, safe, and complementary to our existing transportation options. If DC cabs were to improve their quality, cleanliness, and reliability, taking a cab would be a far more reliable experience. Instead, the Council appears ready to over-regulate a new entrant into the market with little justification.

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Thank you for listening.

Best,  
Matt Klasen  
Ward One  


**From:** [Gary Shapiro](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please give DC Lovers a Choice and Oppose the Uber Minimum Fee  
**Date:** Monday, July 09, 2012 7:24:52 PM

---

Dear Members of the DC City Council:

I understand you are voting Tuesday on legislation allowing the life or death of a new service which is enhancing the lives of the DC business community. Uber allows those traveling around DC to efficiently use existing transportation as it fills a huge need between lower cost and high-priced transportation options. Our choice today is driving our own cars and adding to DC congestion and parking, taking DC cabs which are low-priced but too often dirty, hot and ruinous of business clothing, and renting a limousine for three hours minimum at over \$300. (The metro also is a good option but does not go everywhere and is not workable for those under time pressure).

As its success in other cities has proven, Uber is a fantastic efficient use of existing resources (idle limos) to move people around DC. For DC to go along with the taxi commission rather draconian approach to Uber would set it aside as the only city in the country protecting a taxi cab monopoly compared to something making environmental sense and serving the business community.

On behalf of our 150 employees and 2000 plus corporate members who frequently rely on every form of DC transportation , I ask you to keep DC's growing image as a tech-friendly, progressive city welcome to new ideas and businesses and do everything possible to allow Uber to operate.

Gary Shapiro  
President and CEO  
Consumer Electronics Association



[www.ce.org](http://www.ce.org).  
[www.cesweb.org](http://www.cesweb.org)  
[www.innovation-movement.com](http://www.innovation-movement.com).



**From:** [Gary Shapiro](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [John Graham](#); [Michael Petricone](#)  
**Subject:** Please give DC Lovers a Choice and Oppose the Uber Minimum Fee  
**Date:** Monday, July 09, 2012 5:13:55 PM

---

Dear Members of the DC City Council:

I understand you are voting Tuesday on legislation allowing the life or death of a new service which is enhancing the lives of the DC business community. Uber allows those traveling around DC to efficiently use existing transportation as it fills a huge need between lower cost and high-priced transportation options. Our choice today is driving our own cars and adding to DC congestion and parking, taking DC cabs which are low-priced but too often dirty, hot and ruinous of business clothing, and renting a limousine for three hours minimum at over \$300. (The metro also is a good option but does not go everywhere and is not workable for those under time pressure).

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On behalf of our 150 employees and 2000 plus corporate members who frequently rely on every form of DC transportation , I ask you to keep DC's growing image as a tech-friendly, progressive city welcome to new ideas and businesses and do everything possible to allow Uber to operate.

Gary Shapiro  
President and CEO  
Consumer Electronics Association



[www.ce.org](http://www.ce.org).  
[www.cesweb.org](http://www.cesweb.org)  
[www.innovation-movement.com](http://www.innovation-movement.com).

**From:** [Benjamin Krause](#)  
**To:** [Benjamin Krause](#)  
**Subject:** Please keep Uber alive and competitive  
**Date:** Monday, July 09, 2012 9:52:24 PM

---

Dear Concerned and Responsible Councilmembers,

This evening I'm sitting in Port-au-Prince, Haiti. I do relief work here, but divide my time between Haiti and DC. I love the city, even though I'm originally from Nebraska, and my fiancée have made it our home, recently buying a row house in the Park View/Petworth area.

The reason I'm sitting here in Port-au-Prince is because of Uber. I have tried EVERY OTHER taxi service in the greater metropolitan area to come get me at our house early in the morning and the ONLY WAY I have been able to make it to my flights on time, has been Uber.

I can go into the details of all the horrible mornings I've had calling repeatedly to figure out where my taxi was (if it had even been dispatched) with all the other options, but please know that Uber has made living in OUR new neighborhood possible for me since all of the other taxi companies refuse to adequately serve our area.

Innovative services like Uber, Car2Go and the DC Bikeshare are major reasons why my fiancée and I have nested in DC. Please support efforts like these and efforts at creating ever more competitive pricing.

Finally - living in developing countries I can tell you what happens when government attempts to artificially fix prices to placate special interest groups who refuse to compete when others enter the market and are able to provide a superior product for a better price. I STRONGLY urge you not to follow developing countries down that path.

All the best and thank you for accepting us into the city,

-----  
Benjamin Krause

Haiti Mobile: + [REDACTED] 1800  
US Mobile: + [REDACTED]  
US Office: + [REDACTED]

**From:** [REDACTED] on behalf of [Tracy Russo](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Allen, Charles \(COUNCIL\)](#)  
**Subject:** Please Keep Uber Rates Low!  
**Date:** Tuesday, July 10, 2012 10:30:05 AM

---

Dear Councilman Wells,

I urge you to vote against any amendment that would force Uber, or other similar companies, to raise their rates. As a resident of Ward 6, Uber has been a huge benefit, providing a quick and reliable car service that would otherwise be unaffordable (via a traditional car service) or unreliable (via a call to Yellowcab or other taxi company).

Until Uber, I could never count on being able to get a cab from my home on the Hill. As a residential neighborhood, there just isn't enough traffic to make it a reliable option. Uber has been a great option in these cases. It is quick, clean and safe. Uber is delivering a very valuable service and should continue to operate at their current rates - or even lower rates - if they can make it work as a business. Please don't force them to raise their prices and vote against the "Uber Amendment" before the council.

Sincerely,  
Tracy Russo  
[REDACTED]

----- Forwarded message -----

**From:** Travis, Uber CEO <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 4:47 PM  
**Subject:** Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**To:** Tracy Russo <[REDACTED]>

## Un-Independence

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was

hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

**Strike down the MINIMUM FARE language from the [Uber Amendment](#).**

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), [\(202\)](#) [REDACTED] [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), [\(202\)](#) [REDACTED] [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, [\(202\)](#) [REDACTED] [REDACTED] [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, [\(202\)](#) [REDACTED] [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, [\(202\)](#) [REDACTED] [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, [\(202\)](#) [REDACTED] [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, [\(202\)](#) [REDACTED] [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, [\(202\)](#) [REDACTED] [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, [\(202\)](#) [REDACTED] [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, [\(202\)](#) [REDACTED] [REDACTED] [@marionbarryjr](#)
  
- **David Catania**, at-large, [\(202\)](#) [REDACTED] [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\)](#) [REDACTED] [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

To join the #UberDCLove activism team, [click here](#).



---

Uber Technologies, Inc.  
182 Howard Street, #8  
San Francisco, CA 94105

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 [@Uber\\_DC](#)

**From:** [Tim Fenton](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please oppose minimum fare language  
**Date:** Monday, July 09, 2012 5:13:23 PM

---

Dear Councilman Brown - please vote against the minimum fare language in the taxi cab bill that is before the council tomorrow. I and many other Hill residents are using Über and it's a worthy service. And I still ride in plenty of cabs too.

Please oppose the minimum fare language. Keep uber strong. Thanks.

Tim

Tim Fenton  
[REDACTED]  
Washington, DC 20002  
[REDACTED]

**From:** [Chris Stanley](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please oppose restrictions on Uber  
**Date:** Monday, July 09, 2012 6:36:27 PM

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I just read that a bill pending at the council would set a minimum fare for Uber. I urge you to vote no. Their growing business should be allowed to continue, and cabs should either adapt and succeed in the market or fail. They do not deserve your propping up them with something punitive on effective competition.

Thanks for your consideration.

Chris Stanley

[REDACTED]

Washington, DC 20003

**From:** [Tim Fullerton](#)  
**To:** [Reynolds, Wilson \(Council\)](#); [Woodland, Calvin \(COUNCIL\)](#)  
**Subject:** Please oppose the minimum fair language from the Uber Amendment  
**Date:** Monday, July 09, 2012 9:25:27 PM

---

To whom it may concern,

I'm writing to ask Councilman Graham to oppose the Uber language that would make it illegal for them to lower their rates. As you know, the DC cab system is one of the worst in the country. No credit cards, drivers who do not know where they are going, old cars, and increasing rates of violence. This is unbecoming of our nation's capitol. Uber has worked with other cities across the country with no issues. Why is DC different? They propose a lower rate using only hybrid cars. This should be encouraged. Instead, this bill basically prevents Uber from competing, while giving the cab drivers absolutely zero reason to improve.

As a homeowner and voter in Mount Pleasant, I strongly encourage the Councilman to do the right thing and oppose this proposal. I support much of what your office does, but I will find it very difficult to cast my vote for Mr. Graham again in the future if he decides to continue to support sub-par service for the DC public and tourists.

Sincerely,

Tim Fullerton

[REDACTED]

Washington, DC 20010



**From:** [Tim Fenton](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please OPPOSE the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:11:59 PM

---

Tommy - please vote against the minimum fare language in the taxi cab bill that is before the council tomorrow. I and many other Hill residents are using Uber and it's a worthy service. And I still ride in plenty of cabs too.

Please oppose the minimum fare language. Keep uber strong. Thanks.

Tim

Tim Fenton  
[REDACTED]  
Washington, DC 20002  
[REDACTED]

**From:** [L Barbour](#)  
**To:** [Allen, Charles \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please oppose the so-called UBER Amendment tomorrow  
**Date:** Monday, July 09, 2012 5:23:54 PM

---

Tommy and Charles, I am a loyal member of UBER. As a woman, I am a fan of their service in DC because it allows me to contact a car service quickly, safely and at a reasonable price. In fact I was just at the Congressional Baseball game at Nats Stadium on June 28 and waited unsuccessfully for a taxicab at the 1/2 Street and M St.,SW at 8:30pm for 10 minutes. I called UBER and the car came in 2 minutes and took me and a friend to Senart's Oyster & Chop House Restaurant for dinner. As you know there is no quick metro ride to Eastern Market/Barracks Row from that location, so UBER helped me keep my dining dollars on Capitol Hill.

I understand there is legislation that will be considered tomorrow that will restrict sedan car service by raising the rates; the minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs.

I 100% oppose the imposition of higher fares on any car service in the District of Columbia. There should be no monopoly fare for taxi cabs in DC. This legislation is anti-competitive, anti-business, and anti-woman.

Leslie Barbour

[REDACTED]  
[REDACTED] DC 20002  
[REDACTED]

**From:** [Robin Wood](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Oppose the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:47:33 AM

---

Dear Mr. Wells,

As a resident of Ward 6 living near the Potomac Avenue metro station, it is frequently difficult to find a taxi in our neighborhood. On the numerous occasions when I have called for a cab, wait times have been well over an hour and 3 times out of 4, no taxi shows up. When Uber first launched, I was skeptical, thinking that this would be another service that fails to live up to expectations. I was wrong. Uber has been a reliable, pleasant service that puts the cabs in this town to shame. I am asking you, as a constituent who uses this service, to vote against the Uber Amendment. For too long, the Taxicab Commission and the cab companies have let us down. Please show them that poor service and flawed oversight are not acceptable and support a company that actually delivers the services we need.

Warmest regards,

Robin Wood

[REDACTED]


Washington, DC 20003

**From:** [Kristin Van Goor](#)  
**Subject:** Please oppose the Uber amendment  
**Date:** Tuesday, July 10, 2012 9:39:26 AM

---

I urge you to oppose the Uber Amendment. This is clearly a protectionist law inappropriately leveraged against a domestic entity that is providing much needed competition in the D.C. market.

Best,  
Kristin Van Goor

  
Washington, DC 20003

**From:** [Kristin Van Goor](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please oppose the Uber Amendment  
**Date:** Monday, July 09, 2012 5:38:29 PM

---

Dear Mr. Wells,

I am writing to urge you to oppose the Uber Amendment and any future amendment that would limit Uber's ability to continue to offer high quality service in the District. I routinely use Uber's services for safe, convenient transportation in the District. The services provided by the taxi cabs in the D.C. area are not comparable to Uber's service in terms of safety or convenience. I believe that any change to the law that limits, hinders, or otherwise compromises Uber's ability to operate in the District is a threat to my ability to find a reliable and safe ride home.

Best,  
Kristin Van Goor



Washington, DC 20003

**From:** [Keri Ann Meslar](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please protect our rights to fair transportation  
**Date:** Tuesday, July 10, 2012 10:49:27 AM

---

I am writing to express my discontent for the recent movement in the DC government to protect the taxi monopoly in this city. I fully respect the hard working cab drivers in this town, especially those working long, hard shifts to make a better life for their families.

However, the companies running these cabs are benefitting from their hard work without any competition to keep the marketplace honest.

This past year I needed to get a cab to the hospital as I was too weak to drive, but it was not emergency enough to call 911 and take an ambulance. I called 3 cab companies to have the phone simply ring. I called 4 to be hung up on once someone answered because they don't dispatch from that number, etc... That was when I remembered friends talking about über and downloaded the app which is how I got to the hospital.

I am not trying to be over dramatic, just trying to prove a point that the local cab companies take their customers business for granted. I'd like to defend users rights not for uber, but for the fact that they might force the cabs in this town to treat their customers with respect.

Thank you for your attention in this matter.

Keri Ann Meslar  


Sent from my iPad

**From:** [Keri Ann Meslar](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please protect our rights to fair transportation  
**Date:** Tuesday, July 10, 2012 10:48:01 AM

---

I am writing to express my discontent for the recent movement in the DC government to protect the taxi monopoly in this city. I fully respect the hard working cab drivers in this town, especially those working long, hard shifts to make a better life for their families.

However, the companies running these cabs are benefitting from their hard work without any competition to keep the marketplace honest.

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Sent from my iPad

**From:** [Keri Ann Meslar](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please protect our rights to fair transportation  
**Date:** Tuesday, July 10, 2012 10:46:48 AM

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I am writing to express my discontent for the recent movement in the DC government to protect the taxi monopoly in this city. I fully respect the hard working cab drivers in this town, especially those working long, hard shifts to make a better life for their families.

However, the companies running these cabs are benefitting from their hard work without any competition to keep the marketplace honest.

This past year I needed to get a cab to the hospital as I was too weak to drive, but it was not emergency enough to call 911 and take an ambulance. I called 3 cab companies to have the phone simply ring. I called 4 to be hung up on once someone answered because they don't dispatch from that number, etc... That was when I remembered friends talking about über and downloaded the app which is how I got to the hospital.

I am not trying to be over dramatic, just trying to prove a point that the local cab companies take their customers business for granted. I'd like to defend users rights not for uber, but for the fact that they might force the cabs in this town to treat their customers with respect.

Thank you for your attention in this matter.

Keri Ann Meslar  


Sent from my iPad



**From:** [Rob Rosenbaum](#)  
**To:** [Rob Rosenbaum](#)  
**Subject:** Please read - important  
**Date:** Monday, July 09, 2012 8:38:54 PM

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After a DC cab driver pleased himself in front of two young female friends of mine, I swore to never take a DC cab again. The cars often smell and the driver is usually more interested in the phone call he is on then taking me promptly and safely to my required destination. Stop defending a broken institution !! UBER has been one of the best things to happen in DC in a while.

## STRIKE 8C – Remove sedan minimums !

### Part B. — Uber Amendments

6. Sec. 2 (c)(5A) (Page 5) is amended as follows:

(a) Strike the phrase “public vehicle-for-hire ride” and insert the phrase “taxicab ride” in its place.

#### Explanation and Rationale

- This section would clarify that the 50-cent taxicab surcharge applies to taxicabs.

7. Sec. 20m (a) (Page 36-7) is amended as follows:

Strike the phrase “The Commission is authorized to promulgate rules and regulations governing the conduct of such vehicles, including, but not limited to” and insert the phrase “On or before July 1, 2013, the Commission shall promulgate rules and regulations governing the conduct of such vehicles, which may include, but not be limited to” in its place.

#### Explanation and Rationale

- This section would require the Commission to issue rules regarding sedans within 1 year.
- Currently, the bill permits the Commission to issue regulations but the Commission is not required to do so.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

“(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

“(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

“(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

“(d) For the purposes of this section, a business that connects its customers to sedans shall be

exempt from regulation by the Commission, provided that:

- “(1) The business provides an estimated fare to the customer when a sedan is booked;
- “(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a sedan;
- “(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and
- “(4) The sedans operating this service are licensed and comply with the requirements of this section.”.

#### Explanation and Rationale

- This section would clarify how sedan services operate.
- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.
- These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.
- This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.

Rob Rosenbaum  
Regional Sales Manager

Stephen Gould Corporation  
20111-A Century Boulevard  
Germantown, MD 20874

 Phone  
 Fax

To send large files: <https://dropbox.yousendit.com/sgc-rosenbaum>

**From:** [Amanda Herman](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Please Read: Uber  
**Date:** Monday, July 09, 2012 9:12:10 PM

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To DC City Council Members,

Today I heard very distressing news from Uber, one of my favorite services available in the DC metro area. According to their blog posts, and linked language (<http://blog.uber.com/2012/07/09/uber-amendment/>), the DC City council is planning on passing an amendment to the Taxi modernization act that will effectively destroy Uber's ability to compete against taxi cabs in DC. Setting a sedan lower limit at 5X the drop rate for taxi cabs is such an absurd thing to do. Why stifle innovation and competition? Why would you want to effectively shut down a service that provides a better, more modern fuel efficient car in lieu of the outdated taxi cabs? Currently I take Uber at all times in and around the district when I need a car service. This is because:

The app interface is more efficient than waiting on a street corner in the rain or 100 degree heat for a cab.

They take credit cards.

Tips are built into the fares, so I never have to worry about it.

The cars are better maintained.

They don't charge extra for extra passengers.

They don't charge for bags.

That last point is the reason I stopped taking DC cabs in the first place. The fact that a cab service charges you to transport a piece of luggage is dumbfounding. This type of price gouging would never persist in an open market, and Uber's recent growth demonstrates the public's demand for a better, more passenger-friendly system. But instead of allowing this service-based competition to continue, the DC city council plans to effectively legislate Uber out of the DC area. Seems to me that that bag fee is going in the city council's pockets.

If this passes, I will no longer have any alternatives to taxi cabs. Mind you, I still won't take them, for all of the deficiencies mentioned. I will instead drive (increasing the congestion already plaguing this city) or take the metro and walk.

Please strike down the MINIMUM FARE language from the Uber Amendment.

Sincerely,

Amanda B. Johnson

**From:** [REDACTED] on behalf of [Kristi Centinaro](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please reconsider the MINIMUM FARE language from the Uber Amendment!  
**Date:** Tuesday, July 10, 2012 11:13:27 AM

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Dear DC Council members,

I have recently heard of the motion to fix taxi fare rates for outside private taxi services such as Uber. This creates an unfair advantage to entrepreneurs trying to get a foothold in a "fixture" industry such as a city taxi service, stifling innovation and the potential for offering better, higher quality service.

It's creative entrepreneurs like Uber that will help raise the standard and offer options for it's citizens. The proposed MINIMUM FARE language will stifle the growth of companies like these who will only do good for an industry sector by bringing innovation, competition, and creativity.

To enforce a fixed minimum rate to push out competition to the taxi industry is unethical and saddening to see it even considered. Uphold your integrity and keep fair competition alive by voting against this law.

Regards,

[http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+timferriss+%28The+Blog+of+Author+Tim+Ferriss%29](http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+timferriss+%28The+Blog+of+Author+Tim+Ferriss%29)

**From:** [Chad Sammeth](#)  
**Subject:** Please REMOVE the MINIMUM FARE language from the Uber amendment.  
**Date:** Tuesday, July 10, 2012 1:28:20 PM

---

Dear Council Member,

Million of entrepreneurs and innovators around the world will be tuning in to your decision on this matter.

We feel that this is a strike against innovation and the free market.

Please strike down the minimum fare language from the Uber amendment.

Chad Sammeth  
VOTER & TAX PAYER

**From:** [Steve Andronico](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** please remove the Uber price fix amendment  
**Date:** Tuesday, July 10, 2012 2:03:12 PM

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I have been using Uber since it came to DC several months ago and use it several times per week. They offer a great service.

Their new proposed service to me is even more exciting because it will be the same great service with a fleet of hybrid vehicles and lower prices for me to get a ride.

Any kind of minimum price fixing is not good for DC residents like me and seems quite anti-free-market.

The DC Taxi Cab system is perhaps the worst I have experienced in America. I am constantly being turned down by DC taxi's who would otherwise rather get a larger fare, more passengers or whatever other excuse they want to use. They illegally turn customers away all the time.

The Uber movement has certainly shaken up the system and I hope that the DC Taxi Cab Commission will continue to try to improve their own cabs instead of thwarting the efforts of their competition.

It would seem like a simple fix to have the DC Taxi Cab Commission pay for their own App that could compete with Uber and include in that levels of cars--older models on up to nicer model cars. This would give riders a choice. Competition is good. Price fixing is detrimental and unamerican.

Thank you for your time,

Steven Andronico  
Glover Park Resident

--

Steven Andronico

**From:** [REDACTED] on behalf of [Dave](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Please stop harming innovation - Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 7:00:46 AM

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Citizens benefit when innovative companies shake things up and give us more options and choices.

Citizens are harmed when governments protect stodgy industries and prevent innovation.

Please, for the sake of DC citizens and entrepreneurs, do not stick us with a more expensive, less innovative result.

Thank you,  
-Dave

**From:** [Jeremy Brosowsky](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#)  
**Cc:** [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike 8C from the amendment to the taxi bill.  
**Date:** Monday, July 09, 2012 10:58:14 PM

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Dear Chairman Mendelson and Committee Chairperson Cheh:

Thanks in advance for your attention to this note. I'm sure you've received more than your fair share of email around the proposed amendment to the taxi modernization bill that you'll be considering tomorrow. So please let me add my voice to the chorus: Strike 8C!

I've lived in this city for 14 years. I've started three businesses here. My wife and I are raising our four children in Mt. Pleasant. We're committed to this city. And I'm taking the time to write today because I believe the proposed amendment as written is a mistake.

To be clear, I don't pretend to be an expert on our city's existing taxi structure -- I'm mostly a Metro-and-bus man, myself. And I have no skin in the Uber game -- I've used the service exactly once. But this bill, while ostensibly about our taxi system, is about so much more. It's about what kind of city we want to be. And it nearly breaks my heart to think our council's vision for Washington is as anti-consumer, anti-competitive, and anti-innovation as 8C would suggest.

As a citizen of this city, I can't quite wrap my head around how 8C can be construed as good for anyone other than the existing taxi industry. Am I reading it wrong? Are we really suggesting that setting a floor that keeps sedan prices artificially high, and therefore out of reach of many Washingtonians, is good policy? Is there any way to look at 8C as anything but a direct reaction to the threat that Uber and others pose to the current model? And do we really want to be a city that takes a look at a future that includes clean, convenient, consumer-oriented, more-environmentally-friendly, reasonably-priced, on-demand transportation, and says, "maybe next year?"

The Taxicab Service Improvement Amendment Act of 2012 is a step forward in the ongoing effort to build a better transportation infrastructure for our city; 8C undermines this progress. I hope you'll reconsider.

Sincerely,  
Jeremy Brosowsky



**From:** [Rose Ross](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [REDACTED] [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike 8C-Remove Sedan Minimums from the Uber Amendment  
**Date:** Monday, July 09, 2012 11:40:18 PM

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Dear Council Members:

I recently learned that you will be voting one an amendment related to Uber tomorrow. I am writing to urge you to STRIKE 8C – Remove sedan minimums. Uber is a valuable service that D.C. should welcome and encourage. Keeping the amendment as is provides an unfair advantage to traditional taxis. I urge you to strike the language preventing Uber from providing a low-cost alternative to taxis which can be unreliable and unavailable. Uber is available in a number of world class cities and I would hate to see D.C. limit their ability to do business here.

While I am not a resident of D.C., I do work in the District every day. I utilize multiple forms of transportation within the District on any given day and Uber has become an important part of how I, my colleagues and our clients get around town.

Please consider letting the users decide what's best by allowing for Uber to operate and offer competitive rates.

Sincerely-

Lynn Ross

Silver Spring, Maryland

**From:** [Christine Moritz](#)  
**To:** [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Fw: please strike down "minimum fare" language from Uber amendment  
**Date:** Tuesday, July 10, 2012 10:33:21 AM

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Councilmembers Catania and Orange:

I forgot to include your e-mail addresses in the below.

Thanks for your consideration,

Christine

--- On Tue, 7/10/12, Christine Moritz <[REDACTED]> wrote:

> From: Christine Moritz <[REDACTED]>  
> Subject: please strike down "minimum fare" language from Uber amendment  
> To: [REDACTED] [REDACTED] [REDACTED]  
> Date: Tuesday, July 10, 2012, 10:01 AM  
> The D.C. taxicab industry has donated  
> generously to councilmembers, but does a poor job of serving  
> D.C. residents.  
>  
> Uber has provided a welcome alternative. Please strike  
> down the "minimum fare" language from the "Uber amendment."  
>  
> Thanks,  
>  
> Christine Moritz (Ward One resident)  
> [REDACTED]  
>

**From:** [Christine Moritz](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** please strike down "minimum fare" language from Uber amendment  
**Date:** Tuesday, July 10, 2012 10:01:31 AM

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The D.C. taxicab industry has donated generously to councilmembers, but does a poor job of serving D.C. residents.

Uber has provided a welcome alternative. Please strike down the "minimum fare" language from the "Uber amendment."

Thanks,

Christine Moritz (Ward One resident)



**From:** [REDACTED] on behalf of [Rebecca L. Scott](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down minimum fare language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 6:06:56 PM

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Dear Councilman Wells (and/or staffer reading my email),

I have been a DC resident for 10 years this August, and, during that time, I consistently have been disappointed by DC taxis. They don't come when called. Drivers often don't know where they're going and talk on their cell phones while driving. I have had drivers refuse to take me where I'm going. DC fares are higher than other metropolitan areas where I've lived (Philadelphia, NYC). I take Metro whenever possible, but my decreased mobility thanks to multiple sclerosis has made regular cab rides a necessary evil.

Uber has been a godsend this summer (heat exacerbates MS symptoms), and their lowered rates would be much appreciated by this non-profit employee and Capitol Hill resident. Please, strike down the minimum fare language. If DC cabs want not to be undercut, they should offer competitive service.

Sincerely,  
Rebecca Scott  
[REDACTED]

P.S. Thanks for the new sidewalks!

**From:** [Kaitlin Fallon](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** PLEASE STRIKE DOWN MINIMUM FARE LANGUAGE FROM UBER AMENDMENT  
**Date:** Monday, July 09, 2012 7:10:40 PM

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Dear Councilman Catania,

I am writing to you to ask for your consideration in striking the Minimum Fare language from the Uber Amendment, tomorrow, July 10.

As a 22-year-old new DC resident, I have used cabs, metro, and Uber many, many times in learning the layout of this city. While I love WMATA for the low price, it's not always reliable. While I love cabs for their convenience and price, they're not always clean and also not always safe for a 22 year old female to be traveling in by herself at night. In comes Uber. A little more expensive, but I know I'm going to get reliable and professional service, which is more than the Metro and DC cabs can say.

Mandating that Uber must charge 5 times what the cheapest cab would cost puts many law and grad school students such as myself between a rock and a hard place. We stay late at school studying - past Metro closing time - and are forced to either walk home in the dark city streets, or call a cab/Uber. To reiterate my earlier point, a cab is a good solution, but not always the safest one for a young female by herself, leaving Uber standing alone as the best choice. Law school students are on tight budgets, given to them by student loans, scholarships, and gracious family members. I should not have to choose between being guaranteed safety and professionalism and not being guaranteed either one of those things because of a price point created by the DC Council, who is supposed to have the best interests of the citizens at heart.

As DC is a city with at least 7 higher education facilities, students are a large portion of the population. Please do not squeeze us out to give in to the special interests of taxi drivers. There will always be people - tourists and locals - who use cabs over Uber, whether it be because they don't know about Uber, they already think the price disparity is too high for them, or other various reasons.

In addition to the personal affect it would have on me, it would greatly affect all the private drivers who have found new livelihood through Uber. They can now fill empty spots in their day with quick little pick ups, helping to make ends meet at home. Mandating a higher Uber charge would reduce Uber usage, and also reduce the extra income these drivers have found over the past few months.

Please give this consideration, I genuinely hope you'll keep the best interests of your citizens at the forefront of your mind while voting tomorrow.

Thank you for your time, and if I can be of further help, please do not hesitate to contact me.

Best,  
Kaitlin Fallon  


**From:** [Kaitlin Fallon](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** PLEASE STRIKE DOWN MINIMUM FARE LANGUAGE FROM UBER AMENDMENT  
**Date:** Monday, July 09, 2012 7:08:57 PM

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Dear Councilman Wells,

I am writing to you to ask for your consideration in striking the Minimum Fare language from the Uber Amendment, tomorrow, July 10.

As a 22-year-old new DC resident, I have used cabs, metro, and Uber many, many times in learning the layout of this city. While I love WMATA for the low price, it's not always reliable. While I love cabs for their convenience and price, they're not always clean and also not always safe for a 22 year old female to be traveling in by herself at night. In comes Uber. A little more expensive, but I know I'm going to get reliable and professional service, which is more than the Metro and DC cabs can say.

Mandating that Uber must charge 5 times what the cheapest cab would cost puts many law and grad school students such as myself between a rock and a hard place. We stay late at school studying - past Metro closing time - and are forced to either walk home in the dark city streets, or call a cab/Uber. To reiterate my earlier point, a cab is a good solution, but not always the safest one for a young female by herself, leaving Uber standing alone as the best choice. Law school students are on tight budgets, given to them by student loans, scholarships, and gracious family members. I should not have to choose between being guaranteed safety and professionalism and not being guaranteed either one of those things because of a price point created by the DC Council, who is supposed to have the best interests of the citizens at heart.

As DC is a city with at least 7 higher education facilities, students are a large portion of the population. Please do not squeeze us out to give in to the special interests of taxi drivers. There will always be people - tourists and locals - who use cabs over Uber, whether it be because they don't know about Uber, they already think the price disparity is too high for them, or other various reasons.

In addition to the personal affect it would have on me, it would greatly affect all the private drivers who have found new livelihood through Uber. They can now fill empty spots in their day with quick little pick ups, helping to make ends meet at home. Mandating a higher Uber charge would reduce Uber usage, and also reduce the extra income these drivers have found over the past few months.

Please give this consideration, I genuinely hope you'll keep the best interests of your citizens at the forefront of your mind while voting tomorrow.

Thank you for your time, and if I can be of further help, please do not hesitate to contact me.

Best,  
Kaitlin Fallon  


**From:** [Kaitlin Fallon](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** PLEASE STRIKE DOWN MINIMUM FARE LANGUAGE FROM UBER AMENDMENT  
**Date:** Monday, July 09, 2012 7:06:09 PM

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Dear Councilman Brown,

I am writing to you to ask for your consideration in striking the Minimum Fare language from the Uber Amendment, tomorrow, July 10.

As a 22-year-old new DC resident, I have used cabs, metro, and Uber many, many times in learning the layout of this city. While I love WMATA for the low price, it's not always reliable. While I love cabs for their convenience and price, they're not always clean and also not always safe for a 22 year old female to be traveling in by herself at night. In comes Uber. A little more expensive, but I know I'm going to get reliable and professional service, which is more than the Metro and DC cabs can say.

Mandating that Uber must charge 5 times what the cheapest cab would cost puts many law and grad school students such as myself between a rock and a hard place. We stay late at school studying - past Metro closing time - and are forced to either walk home in the dark city streets, or call a cab/Uber. To reiterate my earlier point, a cab is a good solution, but not always the safest one for a young female by herself, leaving Uber standing alone as the best choice. Law school students are on tight budgets, given to them by student loans, scholarships, and gracious family members. I should not have to choose between being guaranteed safety and professionalism and not being guaranteed either one of those things because of a price point created by the DC Council, who is supposed to have the best interests of the citizens at heart.

As DC is a city with at least 7 higher education facilities, students are a large portion of the population. Please do not squeeze us out to give in to the special interests of taxi drivers. There will always be people - tourists and locals - who use cabs over Uber, whether it be because they don't know about Uber, they already think the price disparity is too high for them, or other various reasons.

In addition to the personal affect it would have on me, it would greatly affect all the private drivers who have found new livelihood through Uber. They can now fill empty spots in their day with quick little pick ups, helping to make ends meet at home. Mandating a higher Uber charge would reduce Uber usage, and also reduce the extra income these drivers have found over the past few months.

Please give this consideration, I genuinely hope you'll keep the best interests of your citizens at the forefront of your mind while voting tomorrow.

Thank you for your time, and if I can be of further help, please do not hesitate to contact me.

Best,  
Kaitlin Fallon  


**From:** [James Michels](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** PLEASE STRIKE DOWN MINIMUM FARE LANGUAGE FROM UBER AMENDMENT  
**Date:** Monday, July 09, 2012 4:51:24 PM

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Dear Councilmember Wells,

Uber is an essential service for me, as it is nearly impossible to get a DC cab to come directly to my house when I need one. I am consistently forced to walk blocks and wait an inordinately long time to hail a cab. Even if I reserve a cab, only Uber consistently arrives when promised! Further, DC cabs usually do not accept credit card payment or bills over \$10. This is not acceptable.

PLEASE strike down the minimum fare language from the Uber Amendment!

Sincerely,

James Michels  
[REDACTED] E  
Washington, DC 20003  
[REDACTED]



**From:** [Kevin Serafino](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down minimum fare language in the "Uber amendment"  
**Date:** Monday, July 09, 2012 5:46:00 PM

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Councilman Catania,

Tomorrow, the DC Council will vote to amend laws governing the operation of sedan services in the District. The amendment will set a minimum price for sedan services, meant to prevent direct competition with DC taxicabs. Although the benefits of this are obvious, such as establishing consistent prices and standards for all customers in the District, this amendment will also have several consequences that will impact the prices paid for essential services by DC residents and will cripple budding companies that provide these services.

Although taxis are becoming more available in Bloomingdale, many taxi drivers are unwilling to take me there from other places, expecting they will not be able to pick up a fare once they arrive in Bloomingdale.

Second, these sedan companies are able to offer unparalleled customer convenience. Until the District removes taxi surcharges for telephone dispatch, requires that taxis accept major credit cards, and has a more reasonable and streamlined system for addressing customer complaints through the Taxicab Commission, DC taxis will continue to be inferior to sedan services. Customers are willing to foot the bill for a better service, but why make the service artificially expensive instead of letting the market work that out?

In short, I truly do not believe it is the government's place to place unreasonable barriers and regulations on sedan companies. We have already seen the result of price **maximums** in the DC taxi regulations: taxi companies provide the bare minimum service that, by law, they must. By refusing to apply burdensome regulations, the DC Council can allow companies to provide a superior customer experience and a more convenient transportation option supported by technology, and one that will continue to decrease in cost and change the taxi business for better, and for always.

Please strike down the minimum fare language in the "Uber amendment"

Sincerely,

Kevin Serafino

Washington DC 20001

**From:** [REDACTED]  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down Minimum Fare language in Uber Amendment  
**Date:** Tuesday, July 10, 2012 3:28:19 PM

---

Hello,

Please strike down the "minimum fare" language from the Uber Amendment- it is a blatant and unfair obstruction of innovation, and essentially blocks improvements in the industry.

Thank you,

Dan Goddard  
Owner  
Backyard Bowls

**From:** [Madeline Daniels](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the "Uber Amendment"  
**Date:** Monday, July 09, 2012 5:53:19 PM

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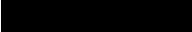
July 9, 2012

Office of Ward 6 Councilmember Tommy Wells  
1350 Pennsylvania Ave, NW  
Suite 408  
Washington, DC 20004  
Sent via electronic mail

Councilmember Wells,

I am resident of Ward 6 and I am writing today to urge you to strike down the minimum fare language from the "Uber Amendment." The amendment forces car services that operate in the District of Columbia to be artificially high so that the city's taxis operate with limited competition. With a background in transportation like yours, I know you understand the importance of connecting DC neighborhoods and providing alternative transit options. Supporting competition in the DC transportation industry is an important piece of this.

The amendment harms the residents of Ward 6 by limiting transportation options and driving up the prices we have to pay to travel through the city. Living in Capitol Hill Northeast, I often find taxi drivers are unwilling to pick me up because of limited return fares in more residential areas. This practice is discriminatory and illegal, but it happens a lot. As my representative, I hope you will stand up for me and my neighbors and ensure we have an affordable alternative when taxis refuse to drive us home or to local businesses. And I hope the City Council puts the interests of DC residents and businesses before those of the Taxi Commission.

Thank you,  
Madeline Daniels  
  
Washington, DC  
20002

**From:** [Grant Mostyn](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare  
**Date:** Tuesday, July 10, 2012 4:07:49 PM

---

### An Address To The Council:

Please strike down the minimum fare language from the Uber amendment. Now is your chance to show you support innovation, entrepreneurship and the revival of the US economy. It's about maintaining a system of meritocracy and a free market. It's about representing the true interests of your constituents. In 100 years, when we're all dusk and from then onwards what will your legacy be? Will your name be spoken of by your progeny with pride or will they avoid discussing you at all?

In the end history will be your judge as surely as it is for Lincoln as surely as it is for Warren Harding. So, what's it going to be? Today, are you going to be a Lincoln or a Harding? Do the right thing, sleep well at night and make your families proud – strike down the minimum fare language from the Uber amendment. Listen to that quiet voice in the back of your head that's urging you to be a person of integrity, come what may.

Thank you for your attention and kind regards,

Grant Mostyn

Sent from my iPhone

**From:** [Mario Rodriguez](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare language  
**Date:** Tuesday, July 10, 2012 11:37:49 AM

---

Hello,

We are at a critical time in our country where we need innovation and new sources of jobs to ensure our country doesn't fall further behind the rest of the world.

Start ups that are disrupting the status quo, keeping more money in the consumers hands as in the case of Uber is exactly what is needed.

Every industry is faced with the fact that you must change in order to keep up with today's technology and consumer demands, if you don't you'll be gone, plain and simple.

Please strike down the minimum fare language from the Uber amendment. Doing anything less than this is a vote for stifling innovation when our country needs it most.

Thanks,  
Mario Rodriguez

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Admendment  
**Date:** Monday, July 09, 2012 7:55:09 PM

---

Dear Councilman Catania:

As a DC resident, who has a disability, I have had years of frustration dealing with DC taxicabs. The cab rates/fares continue to go up but the quality of service and payment options remain poor. My experience with Uber has been excellent. DC residents deserve to have more alternatives to cabs and we should not have to pay 5 times the standard rate for an alternative. Please stand up for and be a voice for DC residents, give people a fair shot at having a choice. Please strike down the minimum fare language from the Uber Admendment.

Best regards,

Ryan Easterly

Ward 4 resident

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Admendment  
**Date:** Monday, July 09, 2012 7:50:20 PM

---

Dear Councilman Brown:

As a DC resident, who has a disability, I have had years of frustration dealing with DC taxicabs. The taxi rates continue to go up but the quality of service and payment options remain poor. My experience with Uber has been excellent. DC residents deserve to have more alternatives to cabs and we should not have to pay 5 times the standard rate for an alternative. Please stand up for and be a voice for DC residents, give people a fair shot at having a choice. Please strike down the minimum fare language from the Uber Admendment.

Best regards,

Ryan Easterly

Ward 4 resident

[REDACTED]

[REDACTED]

**From:** [jennifer bussanich](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 5:21:21 PM

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Hello my name is Jennifer and I am passionate about small business start ups and the passion and innovation which they bring which gives us all economic growth across the board. For this reason I should like to see the minimum fare language struck from the Uber Amendment. I am prompted to write to you because I see the minimum fare as an blatant stifling of this innovation and the subsequent economic growth it creates for all of us. I should like to know if you are in favour of innovation or incumbents and would appreciate your response regarding this so I may re-tweet your opinion to others.

Kind regards

Jennifer Bussanich  




**From:** [Amellee Lelong](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 2:52:48 PM

---

**Dear Council Member,**

**Please, strike down the MINIMUM FARE language from the Uber Amendment.**

**Exercise your power and support free enterprise. It's everyone's economy, and yours to protect.**

**Thank you!!  
Amellee Lelong**

**From:** [Vick, Sarah Elizabeth \(US - Denver\)](#)  
**To:** [Vick, Sarah Elizabeth \(US - Denver\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:16:00 PM

---

Please strike down the minimum fare language from the Uber amendment. In the end history will be your judge as surely as it is for Lincoln as surely as it is for Warren Harding. So, what's it going to be? Today, are you going to be a Lincoln or a Harding? Do the right thing, sleep well at night and make your families proud – strike down the minimum fare language from the Uber amendment.

**Sarah Vick**

Deloitte Consulting, LLP

US Mobile: [REDACTED]

Fax: [REDACTED]

| [www.deloitte.com](http://www.deloitte.com)

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v.E.1

**From:** [Randall Rothfus](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 1:11:04 PM

---

Michael,  
Please **strike down the MINIMUM FARE language from the Uber Amendment.**

**Sincerely,**

**Randall Rothfus**

Sent from my iPad

**From:** [REDACTED] on behalf of [Hao Chen \(Howard\) Chiang](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:28:09 PM

---

Dear Mr. Catania,

It has come to my attention that the DC City Council will be voting today on the Uber Amendment. As a concerned resident, I humbly beseech you to **strike down the MINIMUM FARE language from the Uber Amendment**.

The City Council should not be trying to handicap an innovative company that aims to increase transportation options for DC residents. Uber is attempting to provide a reliable, high quality alternative to the current selection. To legally restrict Uber from providing low cost services would be to support the current taxi industry's domination over the market. Not only would such an action be unjust, but it would be adverse to the public's welfare and best interest.

Councilmember Evans is introducing an amendment that would have no minimum fare for Uber. I believe that such an amendment is much more justified and practical than setting a price floor for Uber (at *5 TIMES* the minimum fare of current taxicabs). I humbly urge you to do what is just, and to strike down the minimum fare language from the Uber Amendment.

As a final note, I will be sharing your response on my blog, and with my peers. Thank you very much for your time.

Sincerely,  
Hao Chen Chiang  
University of Chicago  
Class of 2015

**From:** [REDACTED] on behalf of [Hao Chen \(Howard\) Chiang](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:27:45 PM

---

Dear Mr. Wells,

It has come to my attention that the DC City Council will be voting today on the Uber Amendment. As a concerned resident, I humbly beseech you to **strike down the MINIMUM FARE language from the Uber Amendment**.

The City Council should not be trying to handicap an innovative company that aims to increase transportation options for DC residents. Uber is attempting to provide a reliable, high quality alternative to the current selection. To legally restrict Uber from providing low cost services would be to support the current taxi industry's domination over the market. Not only would such an action be unjust, but it would be adverse to the public's welfare and best interest.

Councilmember Evans is introducing an amendment that would have no minimum fare for Uber. I believe that such an amendment is much more justified and practical than setting a price floor for Uber (at *5 TIMES* the minimum fare of current taxicabs). I humbly urge you to do what is just, and to strike down the minimum fare language from the Uber Amendment.

As a final note, I will be sharing your response on my blog, and with my peers. Thank you very much for your time.

Sincerely,  
Hao Chen Chiang  
University of Chicago  
Class of 2015

**From:** [REDACTED] on behalf of [Hao Chen \(Howard\) Chiang](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:23:24 PM

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Dear Mr. Brown,

It has come to my attention that the DC City Council will be voting today on the Uber Amendment. As a concerned resident, I humbly beseech you to **strike down the MINIMUM FARE language from the Uber Amendment**.

The City Council should not be trying to handicap an innovative company that aims to increase transportation options for DC residents. Uber is attempting to provide a reliable, high quality alternative to the current selection. To legally restrict Uber from providing low cost services would be to support the current taxi industry's domination over the market. Not only would such an action be unjust, but it would be adverse to the public's welfare and best interest.

Councilmember Evans is introducing an amendment that would have no minimum fare for Uber. I believe that such an amendment is much more justified and practical than setting a price floor for Uber (at *5 TIMES* the minimum fare of current taxicabs). I humbly urge you to do what is just, and to strike down the minimum fare language from the Uber Amendment.

As a final note, I will be sharing your response on my blog, and with my peers. Thank you very much for your time.

Sincerely,  
Hao Chen Chiang  
University of Chicago  
Class of 2015

**From:** [Brian Rash](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 11:31:33 AM

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### An Address To The Council:

Please strike down the minimum fare language from the Uber amendment. Now is your chance to show you support of innovation, entrepreneurship and the revival of the US economy. It's about maintaining a system of meritocracy and a free market. It's about representing the true interests of your constituents. I'm for certain kinds of regulation, but from the bottom up. For example, protecting those most vulnerable with living wages, not protecting the profit margins of those businesses already entrenched and doing clearly quite well; well enough to influence the system enough to get this kind of thing on the table.

Strike down the minimum fare language from the Uber amendment. Listen to that quiet voice in the back of your head that's urging you to be a person of integrity, come what may.

Thank you for your attention and kind regards,

Brian Rash

**From:** [Liat Gat](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:10:56 AM

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Hello,

I am a concerned citizen. I understand that there is language in the Uber Agreement that will prevent them from lowering their fares. Are you in favor of innovative, new business helping up solve problems and make our lives better? Or are you in favor of the status quo that has been shown to have many problems?

Please strike down the MINIMUM FARE language from the Uber Amendment. I implore you, in the name of commuters everywhere.

Thank you for your time.

Sincerely,

Liat Gat



**From:** [Chris Sheppard](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:57:42 AM

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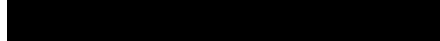
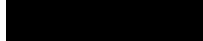
As a proud D.C. resident for almost seven years, I am asking that the D.C. City Council halt its attack on Uber and strike down the minimum fare language from the Uber Amendment. It's been a blessing to have Uber in D.C. Not only has the company helped many drivers stay employed in a sluggish economy, it has also been so helpful for residents who need a ride when D.C. cabs either won't or can't show up. As a single female who lives in a city (and a ward, Ward 1) where crime has been increasing, the ability to call up a car and know that I have a safe ride home made me feel so thankful that I had this option. There have been times where cabs will NOT show up when I've requested them or won't stop. As a single woman, standing on a corner late at night in the hopes that a cab might drive by is not safe.

Again I ask that you please strike down the minimum fare language from the Uber Amendment. D.C. will remember this come re-election time. I know I will.

--

Sincerely,

Chris Sheppard



| <http://cmsheppard.wordpress.com>

**From:** [Brian Speronello](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Strike Down the MINIMUM FARE Language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:29:28 AM

---

Mr. Catania,

I am writing to earnestly request that you remove the "Minimum Fare" language from the Uber Amendment that will be voted on today. Protecting the status quo doesn't impress me. In fact, it really pisses me off. The corrupt (often with a [track record](#)) try to stifle the little guys. Incumbents don't like to compete. They enjoy their defacto monopolies, are accustomed to bilking customers at will, and don't want to change things. Stifling innovation is not going to help us move forward as a nation. Embracing progress will. Please eliminate the "Minimum Fare" language.

-Brian Speronello

[REDACTED]

**From:** [Brian Speronello](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike Down the MINIMUM FARE Language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:27:09 AM

---

Mr. Wells,

I am writing to earnestly request that you remove the "Minimum Fare" language from the Uber Amendment that will be voted on today. Protecting the status quo doesn't impress me. In fact, it really pisses me off. The corrupt (often with a [track record](#)) try to stifle the little guys. Incumbents don't like to compete. They enjoy their defacto monopolies, are accustomed to bilking customers at will, and don't want to change things. Stifling innovation is not going to help us move forward as a nation. Embracing progress will. Please eliminate the "Minimum Fare" language.

-Brian Speronello

[REDACTED]

**From:** [Brian Speronello](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Strike Down the MINIMUM FARE Language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:23:41 AM

---

Mr. Brown,

I am writing to earnestly request that you remove the "Minimum Fare" language from the Uber Amendment that will be voted on today. Protecting the status quo doesn't impress me. In fact, it really pisses me off. The corrupt (often with a [track record](#)) try to stifle the little guys. Incumbents don't like to compete. They enjoy their defacto monopolies, are accustomed to bilking customers at will, and don't want to change things. Stifling innovation is not going to help us move forward as a nation. Embracing progress will. Please eliminate the "Minimum Fare" language.

-Brian Speronello

[REDACTED]

**From:** [Jacob Strauss](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 9:07:17 AM

---

Mr. Catania,

My name is Jacob Strauss, and I am a 6 year resident of the District, the last two of which have been in NW DC's Dupont Circle neighborhood. I am also a customer of Uber. A ride in a current-day DC taxi cab is rarely enjoyable and is severely lacking when you compare it to the taxi offerings in other world-class cities such as Chicago and New York--places I frequent several times throughout the year. I choose Uber for the convenience, the ability to pay by credit card without harassment, and vehicle cleanliness.

I find it shocking that a government would pass a law prohibiting a business from offering a service to consumers at rates that are highly competitive. In a free market economy, consumers should decide whether a business model can exist.

If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company.

Instead of voting to fix prices and cause voters to pay more for transportation, I would think City Council would encourage the taxi cab industry to adopt similar technology and compete on better service and efficiency.

Thank you for your time.

Jacob Strauss

We need more innovation, not regulations.

--

$${}^{\circ}\square\emptyset_{1,3,3},\emptyset\square^{\circ}\backslash,{}^{\circ}\square\emptyset_{1,3},\emptyset\square^{\circ}\square\emptyset_{1,3,3},\emptyset\square^{\circ}\backslash,{}^{\circ}\square\emptyset_{1,3}$$

**From:** [Ami Bolton](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 12:25:31 AM

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Mr. Wells,

I am a resident on H ST, NE DC, and have taken Uber 3 times and was quite pleased even though I paid more than a taxi cab. I regularly take taxi cabs, and use the DC Metro system as my primary transportation option. I do not own a car and have gone green. I find it shocking that a government would pass a law prohibiting a business from offering a service to consumers at rates that are highly competitive. In a free market economy, consumers should decide whether a business model can exist. If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company without artificial price inflation mandated by their elected officials. In the 3 instances I took Uber, it felt too dangerous to hail a cab from the street corner and/or cabs would refuse service to me after I offered the address of my destination.

Instead of voting to fix prices that protect an unreliable taxi cab market and cause voters to pay more for reliable and safe transportation, I would think that the DC City Council would encourage the taxi cab industry to compete on better service, efficiency, safety and reliability, rather than protecting/increasing their income for delivering your residents unreliable and sometimes discriminating service.

Thank you for your time,

Ami Bolton, PhD  
Ward 6 resident

**From:** [Beth Davidson](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 9:53:51 PM

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I am writing to urge you to strike down the minimum fare language from the Uber Amendment. As a frequent DC taxi rider, I am disturbed that the DC Council is considering a law that will harm customers and the free market for riders in DC. Please vote NO on the minimum fare language.

Thank you for your attention.

- Beth Davidson



**From:** [Andrea Messina](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike DOWN the Minimum Fare Language from the Uber Amendment  
**Date:** Monday, July 09, 2012 7:48:30 PM

---

Dear Councilmember Wells,

Please strike section 8(c) from the Uber Amendments that would impose minimum fares and establish time and distance rates for sedan-class vehicles. Washington, D.C. sorely needs a viable alternative to our taxi system. Uber's introduction of UberX will require the Taxi Commission to innovate and provide a better service to consumers in order to stay competitive – this is a very good thing for the people of Washington, D.C.

Please Strike DOWN the Minimum Fare Language from the Uber Amendment.

Sincerely,

Andrea Messina  
Ward 6 Resident

**From:** [Steven Fowler](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 6:12:26 PM

---

Dear Councilman Wells,

In my 1st 3 years of living in the District, I have experienced MUCH PAIN with DC cabs. I have flagged cabs down only to have them drive off after asking where I'm going. I've called for cabs only to find they never show up. This, in turn, causes me to be late for work among other commitments.

The above has happened MANY TIMES.

I have also had my CREDIT CARD # STOLEN and abused by a cab driver.

Then, finally, along comes a service which is deserving of DC's status as a world-class city -- Uber. Visitors from out of town are so impressed by their service, as am I. I almost exclusively use Uber because they cause me NO PAIN but give me GREAT PLEASURE.

I always get car service within a few minutes -- which is difficult to do on the Hill. And I get treated with respect and friendliness. Please let the market decide what is right. Please strike down this MINIMUM FARE language from the Uber Amendment.

Cordially yours,

Steven Fowler

[REDACTED]

Washington, DC 20002

**From:** [Andy Elting](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:55:28 PM

---

Good Afternoon,

As a Ward 4 resident and voter, I am writing to ask you to remove any language from the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form. Since its arrival in the District, Uber has been the most viable form of car service to and from my home on Upshur St NW. In contrast to the District's taxi providers, Uber offers service that is consistently prompt, reliable, courteous and comfortable. Taxi modernization is long overdue and I applaud any efforts on its behalf, which is why I cannot fathom why any responsible member of the DC Council would consider passing language that would preserve the woefully inadequate status quo by barring Uber and services like it from competing on a level playing field. The bottom line is that the District's taxicab companies and the service they provide do not meet this city's high standards, while Uber does. I hope you will take our cab companies' very public and highly embarrassing recent scandals into consideration and stop propping up an inferior product. Please use this opportunity to demonstrate that taxicab modernization means updating not just vehicles, but a failing business model.

Sincerely,  
Andy Elting  
ANC 4C10 resident

**From:** [Dave Korkoian](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:41:43 PM

---

Dear Mr. Council Member,

As a DC resident and partner in a government affairs firm based in the city, I would like to encourage you to strike down the minimum fare language from the Uber Amendment.

Uber offers a great service for the city. As a business we use it to move clients around town and to get to meetings ourselves. Not having to stand on the street waiting to flag down a taxi (especially in heat like we are currently experiencing) plus the higher standard of driver etiquette is a great change of pace from the unreliable and often sub-par service of normal taxis. Plus, our work often takes us to Embassies located far away from traditional taxi routes.

A new Uber service with Hybrid vehicles is the type of transit addition our city should be recruiting, not blocking. I consider attracting and promoting a wide range of innovative public transportation and transit options for the city one of the most important issues for any city, and particularly this one.

Thank you for your consideration,

Dave Korkoian

(+1)-[REDACTED] direct  
(+1)-[REDACTED] fax  
*dave.korkoian* skype

888 17th Street NW, Suite 800  
Washington, DC 20006

[www.bluestarstrategies.com](http://www.bluestarstrategies.com)

The information in this transmittal is privileged and confidential and is intended only for the recipient(s) listed above. If you are not the intended recipient(s) for the delivery of this transmittal, you are hereby notified that any unauthorized distribution or copying of this transmittal is prohibited. If you have received this transmittal in error, please notify me at [REDACTED]

**From:** [Dave Korkoian](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:41:36 PM

---

Dear Mr. Council Member,

As a DC resident and partner in a government affairs firm based in the city, I would like to encourage you to strike down the minimum fare language from the Uber Amendment.

Uber offers a great service for the city. As a business we use it to move clients around town and to get to meetings ourselves. Not having to stand on the street waiting to flag down a taxi (especially in heat like we are currently experiencing) plus the higher standard of driver etiquette is a great change of pace from the unreliable and often sub-par service of normal taxis. Plus, our work often takes us to Embassies located far away from traditional taxi routes.

A new Uber service with Hybrid vehicles is the type of transit addition our city should be recruiting, not blocking. I consider attracting and promoting a wide range of innovative public transportation and transit options for the city one of the most important issues for any city, and particularly this one.

Thank you for your consideration,

Dave Korkoian

(+1)-[REDACTED] direct  
(+1)-[REDACTED] fax  
*dave.korkoian* skype

888 17th Street NW, Suite 800  
Washington, DC 20006

[www.bluestarstrategies.com](http://www.bluestarstrategies.com)

The information in this transmittal is privileged and confidential and is intended only for the recipient(s) listed above. If you are not the intended recipient(s) for the delivery of this transmittal, you are hereby notified that any unauthorized distribution or copying of this transmittal is prohibited. If you have received this transmittal in error, please notify me at [REDACTED]

**From:** [Dave Korkoian](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:41:22 PM

---

Dear Mr. Council Member,

As a Ward 6 resident and partner in a government affairs firm based in the city, I would like to encourage you to strike down the minimum fare language from the Uber Amendment.

Uber offers a great service for the city. As a business we use it to move clients around town and to get to meetings ourselves. Not having to stand on the street waiting to flag down a taxi (especially in heat like we are currently experiencing) plus the higher standard of driver etiquette is a great change of pace from the unreliable and often sub-par service of normal taxis. Plus, our work often takes us to Embassies located far away from traditional taxi routes.

A new Uber service with Hybrid vehicles is the type of transit addition our city should be recruiting, not blocking. I consider attracting and promoting a wide range of innovative public transportation and transit options for the city one of the most important issues for any city, and particularly this one.

Thank you for your consideration,

Dave Korkoian

(+1)-[REDACTED] direct  
(+1)-[REDACTED] fax  
*dave.korkoian* skype

888 17th Street NW, Suite 800  
Washington, DC 20006

[www.bluestarstrategies.com](http://www.bluestarstrategies.com)

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**From:** [Eric Sega](#)  
**To:** [Eric Sega](#)  
**Subject:** Please Strike Down the Minimum Fare Language from the UBER Amendment  
**Date:** Monday, July 09, 2012 5:23:57 PM

---

Please strike down the minimum fare language from the UBER Amendment. UBER is a reliable and cost-effective transportation service for this city's residents and should have the support of this city's representatives.

UBER's competitive presence makes all transportation services better by providing an immediate alternative. If this amendment passes, it will only serve to protect existing companies at the expense of an up-and-coming small business. It will put good drivers who are doing good work out of business and embolden those existing drivers who dare be unscrupulous or unresponsive to their customers.

This amendment is an important issue to my friends, my family, and myself. If UBER is removed as a viable transportation option because of the actions of the DC Council, we will have no choice but to take that into account when we vote.

Sincerely,  
Eric Sega

--

Eric R. Sega  
J.D. Candidate, May 2013  
George Mason University School of Law

**From:** [Arif Noorani](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike Down the Minimum Fare Language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:12:47 PM

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Dear Members of the DC Council,

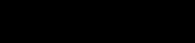
My name is Arif Noorani, and I've lived in the District for nearly two years. I write to you today to ask that you please strike down the minimum fare language from the Uber Amendment. From a policy perspective, it is important, especially in this struggling economy, that you recognize and foster good business models (especially a transportation model that attempts to help the environment by establishing an all-hybrid fleet). From a practical perspective, DC Citizens have embraced Uber and will be hurt by fare increases. I can sympathize with taxi drivers who have been hurt by Uber's service. But free-market competition is essential for consumer protection. Hopefully, it will also encourage other transportation services to become better and more reliable.

I, along with many other voters, will be following this closely.

Thank you for your time and consideration.

Arif Noorani

--

Arif Noorani  
2201 Massachusetts Avenue, NW  
The Argyle House, 7  
Washington, D.C. 20008  




**From:** [Kevin Lyle](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:08:09 PM

---

**David Catania,**

Please strike down the MINIMUM FARE language from the Uber Amendment, as enacting a price floor handicaps a reliable, high quality transportation alternative and keeps prices of a transportation service **artificially high**. Imposing a price floor is not in the best interest of your constituents or the DC economy.

Best Regards,

Kevin Lyle

--

Kevin L. Lyle  


**From:** [Kevin Lyle](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:06:36 PM

---

**Tommy Wells,**

Please strike down the MINIMUM FARE language from the Uber Amendment, as enacting a price floor handicaps a reliable, high quality transportation alternative and keeps prices of a transportation service **artificially high**. Imposing a price floor is not in the best interest of your constituents or the DC economy.

Best Regards,

Kevin Lyle

--

Kevin L. Lyle  


**From:** [Kevin Lyle](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:04:00 PM

---

**Michael Brown,**

Please strike down the MINIMUM FARE language from the Uber Amendment, as enacting a price floor handicaps a reliable, high quality transportation alternative and keeps prices of a transportation service **artificially high**. Imposing a price floor is not in the best interest of your constituents or the DC economy.

Best Regards,

Kevin Lyle

--

Kevin L. Lyle  


**From:** [Joshua Phelps](#)  
**Subject:** PLEASE strike down the MINIMUM FARE language from the Uber Amendment tomorrow  
**Date:** Monday, July 09, 2012 5:38:56 PM

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Tomorrow is a chance to show you stand for creative innovation by standing with Uber and not for taxi interests who, at a minimum, do not want to compete with and match the exemplary service that Uber provides, and at a maximum are just plain greedy. I use both taxis and Ubers depending on the situation - they each have their place - and I can't support an industry monopoly just because taxi interests are behind the curve and a step behind Uber. If they want, they can sign up to work with Taximagic and have many of the same features Uber provides.

PLEASE take a stand against greed and for a helpful, innovative service that is Uber.

Thank you for your time,

Josh

**From:** [Ken Gonyer](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber Amendment!  
**Date:** Tuesday, July 10, 2012 2:55:37 PM

---

Thank you for shelving the Uber Amendment for now. When it is considered in the fall, please strike down the minimum fare language from the Uber Amendment.

**From:** [Alf Pardo](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 2:41:55 PM

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Hello,

My name is Angelo Pardo and I politely yet firmly ask that you strike down the minimum fare language from the Uber Amendment TODAY. I think that stifling innovation in favour of the incumbent is a huge blow to free and open markets in America. Please acknowledge this email with a reply; I hope that you will consider my plea.

FYI

Your name and response will be published in a blog of a 1,000,000 + readers. If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Best,  
Angelo Pardo

**From:** [Soren Harrison](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** PLEASE Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 2:17:45 PM

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Dear City Council Members,  
Aspects of the "Uber Amendment" are clearly an unfair attempt to protect the interests of the incumbent taxi industry, stifle innovation, and eliminate competition from the marketplace.

Whether as part of other legislation or as its own standalone legislation, language that purposefully attempts to set minimum fares and other requirements to protect the taxi industry to the detriment of citizens is unacceptable in my eyes. I hope and encourage you will not allow such nonsense to persist.

Sincerely,  
Soren

-----  
Dr. Soren Harrison

phone: [REDACTED]  
[About me.](#)  
-----

**From:** [Emily Schlesinger](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 1:33:08 PM

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Dear Council Members -

I am writing all of you to voice my support of the effort to strike down the MINIMUM FARE language from the Uber Amendment. I have been a DC resident for 20 years and was thrilled to see an option like Uber come on the scene.

A clean, reliable transportation option that people should have a right to use as Uber sees fit. I am a frequent "cab-taker" but have recently been upset to see prices raised and the cost for me to get from Logan Circle to Glover Park (a normal route for me) almost double. If I'm going to be paying that much for a cab, I might as well use Uber. I just like to have options-as we all do! Let the cab companies compete with Uber, as is the way of the free market. And quite frankly, there are enough other things to worry about in DC than whether or not Uber offers reduced rates. Top of mind, they are: fixing the Metro escalators, the spike in crime in the Logan Circle/U Street or most important of all, the current seemingly rampant wave of improper activities and mounting embarrassment in the Mayor's office!

Thank you for your time and I hope you all do the right thing!

Respectfully,

Emily Schlesinger



**From:** [Aaron Scherle](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 1:31:54 PM

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Dear Sir / Madam,

If you haven't already, I strongly suggest you read this blog post <http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/> regarding the 'Uber Amendment'. Please do the right thing and strike down the MINIMUM FARE language from the Uber Amendment.

Thank you in advance for your time and commitment to doing the right thing.

Yours sincerely,

– Aaron Scherle

**From:** [Christopher K. Odell](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 1:04:01 PM

---

City Council Members,

Please strike down the MINIMUM FARE language from the Uber Amendment that you will be voting on today. Don't stifle innovative services such as Uber.

Thank you,

Christopher Odell  
Felton, CA 95108

**From:** [Andi Brunett](#)  
**To:** [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the minimum fare language from the Uber amendment.  
**Date:** Tuesday, July 10, 2012 11:59:01 AM

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### An Address To The Council:

Please strike down the minimum fare language from the Uber amendment. Now is your chance to show you support innovation, entrepreneurship and the revival of the US economy. It's about maintaining a system of meritocracy and a free market. It's about representing the true interests of your constituents. In 100 years, what will your legacy be? Will your name be spoken of by your progeny with pride or will they avoid discussing you at all?

In the end history will be your judge as surely as it is for Lincoln and as surely as it is for Warren Harding. So, what's it going to be? Today, are you going to be a Lincoln or a Harding? Do the right thing, sleep well at night and make your families proud – strike down the minimum fare language from the Uber amendment. Listen to that quiet voice in the back of your head that's urging you to be a person of integrity, come what may.

FYI

Your name and response will be published in a blog of a 1,000,000+ readers. If you'll ignore this email, your name will be published as the DC Council-member who chose to ignore my email.

Thank you for your attention and kind regards,

*Andi Brunett-Libecap*

---

Date: Tue, 10 Jul 2012 14:53:53 +0000  
Subject: Tim Ferriss - The Council That Kicked The Hornet's Nest — Why TODAY Matters for Start-Ups  
From: noreply@4hourworkweek.com  
To: [REDACTED]

## Tim Ferriss - The Council That Kicked The Hornet's Nest — Why TODAY Matters for Start-Ups



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### [The Council That Kicked The Hornet's Nest — Why TODAY Matters for Start-Ups](#)

Posted: 10 Jul 2012 01:15 AM PDT



**This man hates you and your start-up.**

Hi All,

This short post is more like a personal letter, because I just came across something that made me very angry. Namely, a tweet from my bud, Kevin Rose:

Wow, a business (Uber) is prevented from lowering its prices.. wait.. what? We live

in America, right?  
<http://tcrn.ch/NfYOT3>

In full disclosure, I've been an advisor to [Uber](#) from the beginning. They're amazing. I work with [20+ start-ups](#) because I enjoy helping entrepreneurs who want to change the world. Small-business founders are the value creators of our economy. Period, end of story. But sometimes the corrupt (often with [a track record](#)) try to stifle the little guys. Incumbents don't like to compete. They enjoy their defacto monopolies, are accustomed to bilking customers at will, and don't want to change things.

Pardon my Long Island French, but here's how I feel: Fuck those guys.

Protecting the status quo doesn't impress me. In fact, it really pisses me off.

[The last time I implored you to spend a few minutes](#) to change laws, we helped successfully ban the distribution and sale of shark fins in Washington and California, the latter being the largest importer of shark fins in the United States.

YOUR TINY ACTIONS, PUT TOGETHER, CAN MOVE MOUNTAINS.

Below is a snapshot of the Uber situation from [the TechCrunch article](#), and I have a little ask at the end. It'll get you some good karma:

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high-quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday [today!], the DC City Council is going to formalize that principle into law.

...

#### **Take Action**

#### **THE COUNCIL VOTES ON THE UBER AMENDMENT [TODAY]!**

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

**Strike down the MINIMUM FARE language from the Uber Amendment.**

Here are the City Council members' contact info. **Call/write as many of them as possible!**

Phil Mendelson (Chairman), (202) [REDACTED]

Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [@marycheh](#)

Michael Brown, at-large, (202) [REDACTED]

[@cmmichaelabrown](#)

Jim Graham, Ward 1, (202) [REDACTED] [@jimgrahamward1](#)

Jack Evans, Ward 2, (202) [REDACTED] [@jackevansward2](#)

Muriel Bowser, Ward 4, (202) [REDACTED] [@murielbowser](#)

Kenyan McDuffie, Ward 5, (202) [REDACTED]

[kenyanmcduffie](#)

Tommy Wells, Ward 6, (202) [REDACTED] [@tommywells](#)

Yvette Alexander, Ward 7, (202) [REDACTED] [@cmyma](#)

Marion Barry, Ward 8, (202) [REDACTED] [@marionbarryjr](#)  
David Catania, at-large, (202) [REDACTED] [@cataniapress](#)  
Vincent Orange, at-large, (202) [REDACTED] [@vincentorangedc](#)

Those of you who read this blog know that I never write posts like this.

But I take this attack on Uber as a DC government-condoned attack on start-ups. I view it as an entrenched middle finger from incumbents who aren't willing to improve their product or lower prices. Instead, they resort to underhanded legal means to handicap innovation. It makes my blood boil.

So, here's what I'm going to do.

**1) I'm going to e-mail every one of the above people today and tell them to read this post. E-mail helps, but phone is better...**

**2) Personally, I'm going to call every one of them today and politely but firmly ask them to "strike down the MINIMUM FARE language from the Uber Amendment." I will have my assistants do the same. This shouldn't take more than 20 minutes or so, but I won't ask that of you...**

**3) I'm going to ask you all — the 1,000,000+ unique readers of this blog — to call as many of the above as possible. Let's aim for the first four. But there's more...** Politely but firmly, get the name of the person you're speaking with, tell them you'd like them to "strike down the MINIMUM FARE language from the Uber Amendment" and then ***ask them if they're in favor of innovation or incumbents***. Last, indicate that you'll be putting their responses in the comments below.

—  
This DC attack could set a horrible precedent for start-ups trying to improve any space with large incumbents. If you have a few minutes, please make one phone call. It will earn you positive karma... and the knowledge that you didn't stand still and watch Goliath snuff out David with his thumb. There's something real to be said for that.

Sorry for the rant, but this one is legitimate. To my mind, it cannot go unanswered.

**Please spread the call to action far and wide. This is time-sensitive and needs to happen ASAP today.**



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You are subscribed to email updates from [The Blog of Author Tim Ferriss](#)  
To stop receiving these emails, you may [unsubscribe now](#).

Google Inc., 20 West Kinzie, Chicago IL USA 60610

Email delivery powered by Google

**From:** [Michael Sands](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 10:34:23 AM

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Please strike down the MINIMUM FARE language from the Uber Amendment.

M>

**From:** [Dereck Robinson](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike down the Minimum Fare language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 7:46:40 AM

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Dear Mr. Wells,

I've been living on the Hill by the new ballpark now for 7 years and am an avid fan of DC. However, I think it's wrong to shield the local taxi industry from a new taxi company such as Uber. We live in a free country and if a new company can offer more affordable prices for a more reliable, professional service, they should be permitted to do so. I have in recent months refused to take a taxi, not due to Uber, but due to the fact that most are unprofessional and they Always try to take you well out of your way for an increased fare...luckily for me, I know where I am going.

All in all, I think this language is wrong and is an over-step by our DC elected officials.

Please strike down this minimum fare language.

Dereck Robinson



Washington, DC 20003

**From:** [Maya Grassi](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 6:03:14 AM

---

Dear Councilmembers,

Please strike down the MINIMUM FARE language from the Uber Amendment.

On Independence Day, Uber announced a roll out of a lower cost service called UberX, a less expensive Uber option on an all-hybrid fleet. Because of the minimum fare language in the Uber amendment to the taxi modernization bill, we may not get to enjoy the benefits of a similar service here in DC.

As a DC resident and Uber supporter, I urge you to strike down the MINIMUM FARE language from the Uber Amendment in the Taxi Improvement Bill immediately (section 8C), and allow Uber to continue to set their own price for the services they provide.

Sincerely,

Maya Grassi

--

Maya Grassi

Washington, D.C. 20007



**From:** [Hannah Robinson](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 5:05:10 AM

---

Dear Mr Catania,

I was very surprised to read that the Council's intention is enact a price floor to set Uber's minimum fare at today's rates. I am writing to ask that you strike down the minimum fare language from the Uber Amendment. The proposed price floor would stifle innovation and weaken the economy.

Please support innovation by striking down the minimum fare language from the Uber Amendment.

Kind regards,

Hannah Robinson

**From:** [Hannah Robinson](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 5:02:47 AM

---

Dear Mr Wells,

I was very surprised to read that the Council's intention is enact a price floor to set Uber's minimum fare at today's rates. I am writing to ask that you strike down the minimum fare language from the Uber Amendment. The proposed price floor would stifle innovation and weaken the economy.

Please support innovation by striking down the minimum fare language from the Uber Amendment.

Kind regards,

Hannah Robinson

**From:** [Hannah Robinson](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 4:58:14 AM

---

Dear Mr Brown,

I was very surprised to read that the Council's intention is enact a price floor to set Uber's minimum fare at today's rates. I am writing to ask that you strike down the minimum fare language from the Uber Amendment. The proposed price floor would stifle innovation and weaken the economy.

Please support innovation by striking down the minimum fare language from the Uber Amendment.

Kind regards,

Hannah Robinson

**From:** [Donna Mann](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#)  
**Cc:** [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 10:37:39 PM

---

I find it really shocking that the DC City Council is making an effort to undercut Uber's transportation service by price fixing -- Uber is offering an amazing service - and their idea to add lower cost, environmentally superior hybrid vehicles to the city's mix of affordable transportation options is a good one. Rather than encouraging competition and free enterprise, not to mention cleaner air... the City Council's protectionist measures seem ill advised. Why not encourage the DC taxi fleet to go hybrid , as well? Why not encourage the city's taxi drivers to be polite, responsible, clean, reliable, and safe, rather than trying to undercut the "competition"?

I had never used Uber until today -- when I had to take my 90+ year old mother - recently released from the hospital -- to and from the surgeon's office. The last time I tried to call a cab for her at her doctor's office, she had to wait more than 50 minutes and nearly fainted from the heat. Today, we tried to hail a taxi, but none would stop when they saw her wheelchair. Using Uber, we had a ride at the door within four minutes - it was a clean, air conditioned car, the driver was polite and careful; he helped her out of her wheelchair, and then stowed the chair in the trunk of the car without complaint. The return trip was equally successful. I had planned to take a taxi, but again, none would stop for us.

Consumers deserve a choice -- I take metro bus, trains, taxis, and now, I'm a big fan of Uber, as well, even though it's expensive. There are times when those other options simply are not viable. The idea that the DC city council would vote to discourage LOWER prices for consumers, environmentally sound transportation, and more convenient service to its citizens seems outrageous. You should be helping the citizens of the District by voting down this anticompetitive, anti environmental, fiscally harmful policy that undercuts our choices and add an unnecessary financial burden to those of us in the city who do not have cars. Please strike down the MINIMUM FARE language from the Uber Amendment.

-Donna Mann

**From:** [REDACTED] on behalf of [Suzy Pence](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the Minimum Fare language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 9:37:43 PM

---

I am a resident of DC, and I vote.

I find it appalling that the DC City Council is about to pass a law limiting competition in the transportation services in our city. Uber is an excellent service that has served me, as well as many friends well for as long as they've been around. Our cab service in this city is dismal...often drivers (who I must note that in my experience are for the most part residents of the Maryland or Virginia suburbs) are uninformed of the locations of destinations, and the cabs can be in dreadful conditions. Why should we reward these poor conditions with protections from competition? And isn't it a sort of price fixing?

I am seriously concerned about punitive government intervention in a well functioning marketplace.

Please strike down the Minimum Fare language from the Uber Amendment.

Susan Pence

[REDACTED]  
Washington, DC 20007

**From:** [REDACTED] on behalf of [Suzy Pence](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the Minimum Fare language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 9:37:23 PM

---

I am a resident of DC, and I vote.

I find it appalling that the DC City Council is about to pass a law limiting competition in the transportation services in our city. Uber is an excellent service that has served me, as well as many friends well for as long as they've been around. Our cab service in this city is dismal...often drivers (who I must note that in my experience are for the most part residents of the Maryland or Virginia suburbs) are uninformed of the locations of destinations, and the cabs can be in dreadful conditions. Why should we reward these poor conditions with protections from competition? And isn't it a sort of price fixing?

I am seriously concerned about punitive government intervention in a well functioning marketplace.

Please strike down the Minimum Fare language from the Uber Amendment.

Susan Pence

[REDACTED]  
Washington, DC 20007

**From:** [REDACTED] on behalf of [Suzy Pence](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the Minimum Fare language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 9:37:01 PM

---

I am a resident of DC, and I vote.

I find it appalling that the DC City Council is about to pass a law limiting competition in the transportation services in our city. Uber is an excellent service that has served me, as well as many friends well for as long as they've been around. Our cab service in this city is dismal...often drivers (who I must note that in my experience are for the most part residents of the Maryland or Virginia suburbs) are uninformed of the locations of destinations, and the cabs can be in dreadful conditions. Why should we reward these poor conditions with protections from competition? And isn't it a sort of price fixing?

I am seriously concerned about punitive government intervention in a well functioning marketplace.

Please strike down the Minimum Fare language from the Uber Amendment.

Susan Pence

[REDACTED]  
Washington, DC 20007

**From:** [Kevin Fagan](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 7:45:41 PM

---

I have used the Uber service on several occasions and found it to be a convenient, viable alternative to metro train/bus and cabs. **Please vote to ensure that additional options remain available to residents of the District of Columbia.**



**From:** [Skip Muller](#)  
**Subject:** please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 6:25:20 PM

---

Dear Washington DC Council Member,

I'm a U.S. Navy veteran who works in Washington DC and often work odd hours as a contractor for the U.S. Navy. I am not wealthy, and due to where I work and live I often have to take taxis because I miss the metro. Having lived in several U.S. cities, I can say that the taxi service in our nation's capital is the worst of any city I've lived in or visited - it's expensive, the cars are very often dirty and poorly maintained, and the drivers do not meet the standards set in many other metropolitan areas. Uber has done much to improve taxi service and availability, and I believe it is NOT the job our government to artificially reduce competitiveness in the marketplace by legislating for the benefit of one business over another. It's up to DC's old taxi services to increase their quality and value to compete with Uber. Please take your constituents' needs into account rather and make the right decision by striking down the minimum fare language. This is the best choice for serving the public, supporting innovative business and letting our capitalist market drive new and improved services.

Sincerely,

Alfred S. Muller III

**From:** [Cathy Rought](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:40:50 PM

---

Councilman Wells,

I am writing to request that you strike the minimum fare language from the Uber Amendment to the Taxi Modernization bill that DC City Council will be considering on Tuesday.

I am a voting resident of Ward 6 in an area not incredibly cab friendly in terms of being able to reliably order one (and predict when it will arrive). If I try to call Yellow Cab or any of the other cab companies, I frequently have to hold for 20 minutes, and even when I have the luck of getting through right away, there is no guarantee that a cab will accept the job and no indication of the time I will have to wait, making it very difficult to get to the airport, to DR's appointments off the beaten track or sometimes to work. Uber allows me to book and tells me right away how long it will take for them to get there.

I am also a frequent traveler for work -- and of all the cities I travel to, I find DC's cab system to be one of the most unreliable (and one of the last to have credit card transactions available in all cabs - even small cities like Columbus, OH allow you to pay for cabs with a credit card). Clearly, the growing popularity of Uber shows the consumer's preference for ease and security of paying for a cab. I realize the Taxi Modernization bill includes a switch to credit card fares, which many cab drivers are opposing, so I'm even more confused why the Council would want to stop Uber from its expansion.

I hope in the vote tomorrow you will keep in mind that citizens appreciate choice when it comes to our transportation options. And the incumbent taxi providers aren't reliable to people who live in certain areas. Uber is encouraging stronger competition, and at the end of the day, better and more efficient services for consumers. There is no reason for the DC Government to unfairly penalize Uber for offering this service.

Thanks for your consideration,

Cathy Rought

Washington, DC 20002

**From:** [glynn.taylor](#)  
**To:** [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:39:22 PM

---

I live on Corcoran street, N.W. I have used Uber a few times and taxi's for the previous 22 years I've lived here.

Please Strike down the MINIMUM FARE language from the Uber Amendment.

Let the market work and don't protect those that do not quickly modernize. It does not make any sense to keep prices artificially high. It only hurts the citizens. Hurting the citizens is not a good thing to do.

Thank you.  
Glynn Taylor

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Secure Wireless Networking Now

Glynn Taylor

President

WiFiConsulting, Inc.



<http://www.HotSpotVPN.com>

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Any other use of this email by you is prohibited.

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**From:** [amy butler](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:07:41 PM

---

Please strike down the MINIMUM FARE language from the [Uber Amendment](#). Please let riders decide what service they want to use and let businesses decide what to charge.

Amy

**From:** [katherine tuidar](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:06:47 PM

---

Please Strike down the MINIMUM FARE language from the [Uber Amendment](#).

Best,  
Katherine Tuidar  
WDC 20003

**From:** [Courtney Austin](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:05:23 PM

---

Uber has been a great addition to the neighborhood. I live on H street NE and sometimes have a hard time finding a cab. Considering it is an up and coming neighborhood that recently experienced a horrible crime, Uber is a safe and sure alternative to walking at night. I support Uber and hope that they will be able to lower prices so that more people in H street can use the service. Uber is a safe option for us residents. I appreciate your time thank you for your consideration!

--

Courtney Austin  


**From:** [katherine tuider](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Monday, July 09, 2012 5:04:56 PM

---

**Please Strike down the MINIMUM FARE language from the [Uber Amendment](#).**

Thank you.

Best,  
Katherine Tuider  
WDC 20003

**From:** [Louise Gresham](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Strike down the MINIMUM FARE language from the Uber Amendment. --  
**Date:** Monday, July 09, 2012 10:35:36 PM

---

Dear Mr. Wells,

Please Strike down the MINIMUM FARE language from the [Uber Amendment](#).

-

I love Uber and please do not place a minimum fare clause.

Uber is excellent service and for travelers a fantastic way to get timely service.

The Taxi industry improves with the competition.

Thank you.

Louise

DC Resident

--

Louise S. Gresham PhD MPH  
Adjunct Associate Professor  
SDSU Graduate School of Public Health

Washington, DC 20009

1 - [REDACTED]



**From:** [Randall Rothfus](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 1:14:56 PM

---

David,

Please **strike down the MINIMUM FARE language from the Uber Amendment.**

**Sincerely,**

**Randall Rothfus**

Sent from my iPad

**From:** [Randall Rothfus](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 1:13:39 PM

---

Tommy,

Please **strike down the MINIMUM FARE language from the Uber Amendment.**

**Sincerely,**

**Randall Rothfus**

Sent from my iPad

**From:** [David Kirk](#)  
**To:** [Reynolds, Wilson \(Council\)](#)  
**Subject:** Please Strike down the minimum fare language from the Uber bill.  
**Date:** Tuesday, July 10, 2012 11:42:44 AM

---

David Kirk

**From:** [Dawn Kling](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down the Minimum Fare language from Uber Amendment  
**Date:** Monday, July 09, 2012 5:05:06 PM

---

As a DC resident and a young woman who is frequently denied cab service by drivers that refuse to adhere to current DC law and take fares regardless of destination, I am upset and appalled that you would support the minimum fare language in the Uber Amendment. Right now, Uber is the only transportation service that will safely and reliably take me from DC and the surrounding metro areas to my home. Cabs frequently deny me fare because I do not live in an area where it is easy to find a return fare. I have lodged numerous complaints with the DC Taxi Cab Commission only to never have resolution.

Not too long ago, I was a victim of a violent assault and armed robbery on my way home because I was walking at night and numerous cabs refused me fare. Please do not remove the only reasonably priced way I have to secure safe passage to my home after dark.

Regards,

Dawn K.

**From:** [Kevin Serafino](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down the minimum fare language in the "Uber amendment"  
**Date:** Monday, July 09, 2012 5:45:29 PM

---

Councilman Brown,

Tomorrow, the DC Council will vote to amend laws governing the operation of sedan services in the District. The amendment will set a minimum price for sedan services, meant to prevent direct competition with DC taxicabs. Although the benefits of this are obvious, such as establishing consistent prices and standards for all customers in the District, this amendment will also have several consequences that will impact the prices paid for essential services by DC residents and will cripple budding companies that provide these services.

Although taxis are becoming more available in Bloomingdale, many taxi drivers are unwilling to take me there from other places, expecting they will not be able to pick up a fare once they arrive in Bloomingdale.

Second, these sedan companies are able to offer unparalleled customer convenience. Until the District removes taxi surcharges for telephone dispatch, requires that taxis accept major credit cards, and has a more reasonable and streamlined system for addressing customer complaints through the Taxicab Commission, DC taxis will continue to be inferior to sedan services. Customers are willing to foot the bill for a better service, but why make the service artificially expensive instead of letting the market work that out?

In short, I truly do not believe it is the government's place to place unreasonable barriers and regulations on sedan companies. We have already seen the result of price **maximums** in the DC taxi regulations: taxi companies provide the bare minimum service that, by law, they must. By refusing to apply burdensome regulations, the DC Council can allow companies to provide a superior customer experience and a more convenient transportation option supported by technology, and one that will continue to decrease in cost and change the taxi business for better, and for always.

Please strike down the minimum fare language in the "Uber amendment"

Sincerely,

Kevin Serafino

[Redacted signature block]

**From:** [Omar Ellaboudy](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language in the Uber Amendment  
**Date:** Monday, July 09, 2012 5:17:47 PM

---

Hello,

Please stop attempting to maintain artificially high cab prices and allow UberX to operate without the binding regulations put forth in the Uber amendment. It is unfair and unjust to restrict competition in this manner. This service would not only offer DC residents with a more viable alternative than the standard cab, it would also be more eco-friendly than the out-of-date cabs, many of whom lack legitimate inspection stickers. Stop giving into the Taxi lobby!! You owe it to your constituents.

I urge you to listen to your constituents and strike down the MINIMUM FARE language in the Uber Amendment.

I know you'll make the right decision

Best,

Omar Ellaboudy

**From:** [Van Nguyen](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike down the MINIMUM FARE language in the Uber Amendment!  
**Date:** Tuesday, July 10, 2012 9:57:58 AM

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Dear Sir or Madam,

If you haven't already, I strongly urge you to read this blog post regarding the Uber Amendment:

<http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/>

Please do the right thing and strike down the MINIMUM FARE language from the Uber Amendment.

I'd love to hear your personal opinion on the matter, which I will also include in the comments of the aforementioned blog post.

Thanks in advance for your time and commitment!

Best regards,

Van Nguyen

**From:** [Melinda Poucher](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike down UNFAIR Minimum Fare language - Uber Amendment  
**Date:** Monday, July 09, 2012 6:25:51 PM

---

Dear Councilman Catania,

I very respectfully request that you strike down the MINIMUM FARE language from the Uber Amendment. Uber offers safe, affordable transportation for individuals in the DC area. Uber drivers are always courteous, their cars are always clean, and they are always ON TIME. Hard to say the same for the majority of DC cabs I have experienced. It is next to impossible to call for a cab, and Uber allows individuals to use an app on their phones to quickly call and request a ride. We should be allowed the right to choose the transportation we would like, and for that, please, please strike down the Minimum Fare language from the Uber Amendment.

Sincerely,  
Melinda Poucher  
Ward 3 Resident



**From:** [Melinda Poucher](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike down UNFAIR Minimum Fare language - Uber Amendment  
**Date:** Monday, July 09, 2012 6:25:02 PM

---

Dear Councilman Wells,

I very respectfully request that you strike down the MINIMUM FARE language from the Uber Amendment. Uber offers safe, affordable transportation for individuals in the DC area. Uber drivers are always courteous, their cars are always clean, and they are always ON TIME. Hard to say the same for the majority of DC cabs I have experienced. It is next to impossible to call for a cab, and Uber allows individuals to use an app on their phones to quickly call and request a ride. We should be allowed the right to choose the transportation we would like, and for that, please, please strike down the Minimum Fare language from the Uber Amendment.

Sincerely,  
Melinda Poucher  
Ward 3 Resident

**From:** [Melinda Poucher](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike down UNFAIR Minimum Fare language - Uber Amendment  
**Date:** Monday, July 09, 2012 6:20:59 PM

---

Dear Mr. Brown,

I very respectfully request that you strike down the MINIMUM FARE language from the Uber Amendment. Uber offers safe, affordable transportation for individuals in the DC area. Uber drivers are always courteous, their cars are always clean, and they are always ON TIME. Hard to say the same for the majority of DC cabs I have experienced. It is next to impossible to call for a cab, and Uber allows individuals to use an app on their phones to quickly call and request a ride. We should be allowed the right to choose the transportation we would like, and for that, please, please strike down the Minimum Fare language from the Uber Amendment.

Sincerely,  
Melinda Poucher  
Ward 3 Resident

**From:** [Carlos Alarcon](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [REDACTED] [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Please strike minimum fare language from UBER Amendment  
**Date:** Tuesday, July 10, 2012 9:26:33 AM

---

I am a Ward 6 constituent and I am against setting an artificial minimum fare for UBER sedans. The taxi industry in this city is a major source of frustration. (Simply painting them and allowing them to take credit cards isn't fixing the problem). Having healthy competition from car services like UBER is the only way that we can expect the market to force taxis to improve their service. I consider a vote to support a minimum fare for UBER a vote to artificially protect the taxi industry at the expense of DC citizens.

Thank you for your time.

Juan Alarcon

**From:** [Jason Hamrick](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Strike the Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 8:24:29 AM

---

Hi,

My name is Jason Hamrick and I live in Ward 3 at the corner of Cathedral and New Mexico.

I am writing today to urge you to remove the so-called Uber Amendment from your transportation bill. Uber provides a superior service to DC taxicabs, and should be allowed to charge any fee they want, including a minimum that is lower than DCTC rates. I'm sure you've received lots of angry emails about how un-competitive and business-hostile this bill is, and about how poor and over-priced current DCTC service is. So, let me add one more voice to that choir.

Below is a customer service email that I sent to Uber on the Saturday after the Derecho, that perfectly illustrates Uber's unique value and importance to the community. In short, I was caught outside during the storm, with no taxicab in sight, or at least none that would stop for me. An Uber driver picked me up, and drove me home through the storm. No taxicab regulated by DCTC offers this degree of service at any price. Please concentrate your efforts on cleaning up the DCTC, improving service and lowering rates, rather than punishing the one company in the city that actually provides prompt, quality of service.

-----

Friday night [of the derecho], I was out with my fiancée. We finished dinner and a show at the Shakespeare Theater, were standing at a corner in Eastern Market trying to hail a cab. There were no taxis in sight. So I called Uber. About 45 seconds later, everything went quiet, and I saw what I thought was heat lightening. Suddenly, the wind picked up and ten seconds later, we were standing in the middle of a sandstorm. We ran toward the subway entrance and, along with about 100 people, sought shelter there. Thirty seconds later, it was raining sideways.

My phone rang, and it was my Uber driver, Raja, calling. I thought he was calling to tell me that it was raining too hard, and he was not coming. Instead, he said, "A tree fell in front of me, so I need to find a new way to get to you. It's going to take a while." Ten minutes later, he called again and said, "OK... I'm outside of the subway stop, right behind a police car."

We ran to the top of the escalators, then thirty feet to Raja's SUV, where we jumped inside. We were both soaked and had sand in our eyes and hair. He offered us water and a towel, and then the fun started. Raja started driving us home, but at every turn, there was a downed tree, closed roads, or power lines. I took out my phone, puled up Google Maps with live traffic, and navigated while Raja drove. It took us an hour to make what is usually a fifteen minute trip. But in the end, Raja was able to get us to within 50 yards of our front door. Safe and warm and dry. Throughout, he was friendly, jovial, and a pleasure. The ride was definitely more expensive than a regular taxi, but it was worth every penny, and more.

Again... no DCTC taxicab offers this degree of service at any price.  
Please concentrate your efforts on cleaning up the DCTC, improving  
service and lowering rates, rather than punishing the one company in  
the city that actually provides prompt, quality of service.

Thanks,  
Jason Hamrick

[REDACTED]  
Washington, DC 20016  
[REDACTED]

--

Jason Hamrick  
web: [jasonhamrick.tumblr.com](http://jasonhamrick.tumblr.com)  
twitter: @jasonhamrick

**From:** [Tommy](#)  
**To:** [Evans, Jack \(COUNCIL\)](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#)  
**Subject:** Please Strike the Minimum Fare Language (Part 8C) of Part B. – Uber Amendments  
**Date:** Tuesday, July 10, 2012 12:18:09 AM

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Councilmember Jack Evans  
1350 Pennsylvania Avenue, Suite 106, NW  
Washington, DC 20004

Dear Councilmember Evans:

I am writing to oppose the Minimum Fare language (Part 8C) of the proposed amendment, "Part B. – Uber Amendments" to B19-630, the Taxicab Service Improvement Amendment Act of 2012.

This amendment handicaps a reliable, high quality transportation alternative that is desperately needed in the district. Currently, taxicab service is grossly unreliable and riders sometimes do not feel safe. Taxicab drivers often deny knowledge of common routes, operate unsafe and unclean vehicles, refuse to or reluctantly accommodate passenger's temperature preference and sometimes outright refuse service after asking a potential fare's destination. I have personally experienced many of these issues on multiple occasions.

An opportunity for an improved surface transportation alternative exists and a company would like to do it at a reasonable price. By denying this company the opportunity to legitimately compete for this business on a level playing field by requiring them to charge higher rates, you will deny your constituents a service alternative they desire and the choice to use it.

I respectfully request that you strike the Minimum Fare language (Part 8C) of the proposed amendment, "Part B. – Uber Amendments."

Sincerely,  
Thomas R. Maddux

Washington, DC 20036  
(WARD 2)

CC: Chairman Phil Mendelson  
CC: Councilmember Mary Cheh, Chairperson of Committee on the Environment, Public Works and Transportation  
CC: Councilmember Jim Graham, Member of Committee on the Environment, Public Works and Transportation  
CC: Councilmember Muriel Bowser, Member of Committee on the Environment, Public Works and Transportation  
CC: Councilmember Tommy Wells, Member of Committee on the Environment, Public Works and Transportation  
CC: Councilmember Yvette Alexander, Member of Committee on the Environment, Public Works and Transportation

**From:** [Juli Sproules](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 9:05:14 AM

---

Dear Mr. Catania,

I am writing today to ask you to please strike the minimum fare language from the Uber amendment.

Eight weeks ago, I was involved in a bicycle accident which resulted in me breaking the head of my humerus bone, requiring surgery that will take me a full year to regain full motion in my right arm. Up until this accident, I used my bicycle for transportation. Now that I am unable to ride my bike to get to work, to see friends, or get around town, I have had to rely on public transportation, taxicabs and Uber.

During this time, Uber has been consistently reliable, clean, friendly, on time, and at a competitive price point. While the price point is slightly higher, I have found that this is much outweighed by the excellent quality of service that Uber provides. For example, the average wait time after requesting a taxi to my house has been 45 minutes to an hour and a half (not to mention the numerous times one has never shown up at all). The average wait time after requesting a ride from Uber? Seven minutes.

The minimum fare language seems to be designed to protect an industry that fails to meet the minimum standards of service. By allowing Uber to operate at a competitive price point, you are opening up the industry to free market competition, thereby improving the quality of service and improving the lives of District citizens like myself. Please don't let my faith in you as one of my elected representatives be shaken by supporting the taxi lobby over the concerns of your constituents.

Thank you for your time,  
Juli Sproules



Washington, DC 20007

**From:** [Juli Sproules](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 9:03:30 AM

---

Dear Mr. Wells,

I am writing today to ask you to please strike the minimum fare language from the Uber amendment.

Eight weeks ago, I was involved in a bicycle accident which resulted in me breaking the head of my humerus bone, requiring surgery that will take me a full year to regain full motion in my right arm. Up until this accident, I used my bicycle for transportation. Now that I am unable to ride my bike to get to work, to see friends, or get around town, I have had to rely on public transportation, taxicabs and Uber.

During this time, Uber has been consistently reliable, clean, friendly, on time, and at a competitive price point. While the price point is slightly higher, I have found that this is much outweighed by the excellent quality of service that Uber provides. For example, the average wait time after requesting a taxi to my house has been 45 minutes to an hour and a half (not to mention the numerous times one has never shown up at all). The average wait time after requesting a ride from Uber? Seven minutes.

The minimum fare language seems to be designed to protect an industry that fails to meet the minimum standards of service. By allowing Uber to operate at a competitive price point, you are opening up the industry to free market competition, thereby improving the quality of service and improving the lives of District citizens like myself. Please don't let my faith in you as one of my elected representatives be shaken by supporting the taxi lobby over the concerns of your constituents.

Thank you for your time,  
Juli Sproules

[REDACTED]

Washington, DC 20007



**From:** [Juli Sproules](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike the minimum fare language from the Uber amendment  
**Date:** Tuesday, July 10, 2012 8:59:43 AM

---

Dear Mr. Brown,

I am writing today to ask you to please strike the minimum fare language from the Uber amendment.

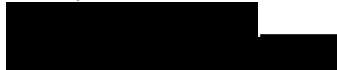
Eight weeks ago, I was involved in a bicycle accident which resulted in me breaking the head of my humerus bone, requiring surgery that will take me a full year to regain full motion in my right arm. Up until this accident, I used my bicycle for transportation. Now that I am unable to ride my bike to get to work, to see friends, or get around town, I have had to rely on public transportation, taxicabs and Uber.

During this time, Uber has been consistently reliable, clean, friendly, on time, and at a competitive price point. While the price point is slightly higher, I have found that this is much outweighed by the excellent quality of service that Uber provides. For example, the average wait time after requesting a taxi to my house has been 45 minutes to an hour and a half (not to mention the numerous times one has never shown up at all). The average wait time after requesting a ride from Uber? Seven minutes.

The minimum fare language seems to be designed to protect an industry that fails to meet the minimum standards of service. By allowing Uber to operate at a competitive price point, you are opening up the industry to free market competition, thereby improving the quality of service and improving the lives of District citizens like myself. Please don't let my faith in you as one of my elected representatives be shaken by supporting the taxi lobby over the concerns of your constituents.

Thank you for your time,

Juli Sproules

A black rectangular redaction box covering the signature area.

Washington, DC 20007

**From:** [Dustin Bortner](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please strike the Minimum Fare language from the Uber amendment  
**Date:** Monday, July 09, 2012 6:36:19 PM

---

Dear Council Member,

As a resident of Ward 1, near the intersection of Harvard St. and Georgia Ave., I can tell you that Uber is an essential transportation option, for reasons including availability, safety, convenience, and clarity and competitiveness of pricing. In light of Uber's necessity to residents like me who are grossly underserved by taxicabs, the minimum fare language has no basis other than to prop up the taxicab industry: it restricts free market competition and forces higher prices on consumers, while failing to address the lack of taxicab service to District residents like me.

It is nearly impossible to catch a taxicab near my home, which is in a fairly high-crime area. There have been more murders and hate crimes occurring within a few blocks of my home in the past year than you can count on two hands. Even with a security system, my house was broken into and robbed little more than a year ago. The taxis are simply not around, and even when taxis without passengers do pass by, they refuse to stop when hailed. Uber provides a safe transportation option that picks me up at my front door, instead of making me walk to a bus stop and wait, which makes it much less likely for me to get robbed or assaulted. My wait time for an Uber car is usually less than 10 minutes, and often less than 5 minutes; whereas, when scheduling or requesting a taxicab dispatch, the wait times are more like 20 minutes to an hour, and sometimes the taxis do not even show up -- numerous times we have used Uber when our scheduled taxi failed to show. From the beginning, Uber has used the GPS system to track its drivers and calculate the fares. Customers can see the route taken by the driver on a map, and can even use this to get redress for an overcharge due to an indirect route. Uber customers pay by a credit card on file, meaning that they do not need to carry cash or credit cards on them to get transportation, providing convenience and the ability to limit what a customer might lose from personal theft.

Availability and safety are the most important aspects of transportation. Unfortunately, the taxicabs in DC have left a large void in failing to address these aspects, a void which Uber is filling, for which I and my neighbors and friends are grateful. Uber has come in at a pricepoint slightly higher than taxicabs in some situations, but in a scenario where taxis are neither available nor reliable to dispatch, we have had little choice but to accept this price point. Now Uber wants to further improve our situation by reducing cost, and the minimum fare language prevents this.

The minimum fare language is anti-capitalist, anti-free market and anti-consumer. If the Council passes the minimum fare language, this will be a slap in the face to District residents like me, whom the taxicabs fail to serve. Passing the minimum fare language would be a clear signal that the Council places more importance on lining the pockets of the taxicab industry and perhaps of Council members than it does on the safety, availability, and affordability of transportation to District residents -- simply shameful.

Respectfully,

Dustin Bortner



Washington, DC 20001

**From:** [Andrew Prins](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:14:29 PM

---

Please strike the minimum fare language from the Uber Amendment. I would like you to do all you can to promote more competition for transportation services in the district.

Andrew Prins  
[REDACTED] Washington, 20002  
Ward 6 Resident

**From:** [Peter Bonnell](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Please strike the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:13:01 PM

---

Good afternoon - A quick note to express my support for striking the minimum fare language from the Uber Amendment. I have lived in DC for over 10 years and have not owned a car for most of that time. I use metro, walk, bike, take the bus and use taxis. I have been, for some time, sick of filthy cabs (some, not all) that refuse to take credit cards, refuse service, talk on the phone, and otherwise violate the law. Until Uber, there was no competition, no reason for the DC taxi industry to shape up. Time for that to change. Thank you.

Peter Bonnell



Washington, DC

**From:** [REDACTED] on behalf of [ruthiejunk](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike the Minimum Fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:12:37 PM

---

Dear Councilman Catania,

DC Cabs are an embarrassment to our city. The drivers constantly lie, cheat, and steal from customers - visiting and resident - and I refuse to use taxis in DC until their corrupt system is completely reformed. Therefore, Uber is the only option DC residents have for Reliable, Honest transportation to places not easily reached by busses and metro. I urge you to use your vote to show that Integrity and Customer Service are values that DC Taxis should some day emulate! Please strike the Minimum Fare language and force local cabdrivers to **earn** our trust.

Thank you,  
R. Milante  
Ward 2 Resident & DC Taxi-Avoider

----- Forwarded message -----

**From:** Travis, Uber CEO <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 4:40 PM  
**Subject:** Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**To:** R Milante <[REDACTED]>

## Un-Independence

On Independence Day, Uber announced a roll out of a [lower cost service](#) that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare**. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to

formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

## Take Action

### THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

#### Strike down the MINIMUM FARE language from the [Uber Amendment](#).

Here are the City Council members' contact info. Call/write as many of them as possible!

- **Phil Mendelson** (Chairman), [\(202\) \[REDACTED\]](#) [REDACTED]
- **Mary Cheh**, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), [\(202\) \[REDACTED\]](#) [REDACTED] [@marycheh](#)
- **Michael Brown**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmmichaelabrown](#)
  
- **Jim Graham**, Ward 1, [\(202\) \[REDACTED\]](#) [REDACTED] [@jimgrahamward1](#)
- **Jack Evans**, Ward 2, [\(202\) \[REDACTED\]](#) [REDACTED] [@jackevansward2](#)
- **Muriel Bowser**, Ward 4, [\(202\) \[REDACTED\]](#) [REDACTED] [@murielbowser](#)
- **Kenyan McDuffie**, Ward 5, [\(202\) \[REDACTED\]](#) [REDACTED] [@kenyanmcduffie](#)
- **Tommy Wells**, Ward 6, [\(202\) \[REDACTED\]](#) [REDACTED] [@tommywells](#)
- **Yvette Alexander**, Ward 7, [\(202\) \[REDACTED\]](#) [REDACTED] [@cmyma](#)
- **Marion Barry**, Ward 8, [\(202\) \[REDACTED\]](#) [REDACTED] [@marionbarryjr](#)
  
- **David Catania**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



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San Francisco, CA 94105

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@Uber\_DC



**From:** [REDACTED] on behalf of [ruthiejunk](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please strike the Minimum Fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:11:26 PM

---

Dear Councilman Wells,

DC Cabs are an embarrassment to our city. The drivers constantly lie, cheat, and steal from customers - visiting and resident - and I refuse to use taxis in DC until their corrupt system is completely reformed. Therefore, Uber is the only option DC residents have for Reliable, Honest transportation to places not easily reached by busses and metro. I urge you to use your vote to show that Integrity and Customer Service are values that DC Taxis should some day emulate! Please strike the Minimum Fare language and force local cabdrivers to **earn** our trust.

Thank you,  
R. Milante  
Ward 2 Resident & DC Taxi-Avoider

----- Forwarded message -----

**From:** Travis, Uber CEO <[REDACTED]>  
**Date:** Mon, Jul 9, 2012 at 4:40 PM  
**Subject:** Urgent! - DC City Council is voting tomorrow to prevent Uber from lowering rates  
**To:** R Milante <[REDACTED]>

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- **Vincent Orange**, at-large, [\(202\) \[REDACTED\]](#) [REDACTED] [@vincentorangedc](#)

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Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



---

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San Francisco, CA 94105

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@Uber\_DC

**From:** [REDACTED] on behalf of [ruthiejunk](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please strike the Minimum Fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:03:49 PM

---

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- **David Catania**, at-large, [\(202\)](#) [REDACTED] [REDACTED] [@cataniapress](#)
- **Vincent Orange**, at-large, [\(202\)](#) [REDACTED] [REDACTED] [@vincentorangedc](#)

Keep the #UberDCLove alive. See full blog post [here](#).

Sincerely,

Travis Kalanick, Uber Co-Founder and CEO

*To join the #UberDCLove activism team, [click here](#).*



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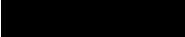
 [@Uber\\_DC](#)

**From:** [Andrew Prins](#)  
**To:** [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please strike the minimum fare requirement from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:17:43 PM

---

Please strike the minimum fare language from the Uber Amendment. I would like you to do all you can to promote more competition for transportation services in the district.

Thank you.

Andrew Prins  
  
Washington, DC 20002

**From:** [Jacob Patton](#)  
**To:** [Me \(Gmail\)](#)  
**Subject:** Please strike the minimum fare requirement from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:04:58 PM

---

Dear esteemed council-members,

I've lived in Washington, DC for almost 10 years now, and while I love a lot about the District, its taxicabs have never been on my list of favorite things about the city. I love that the cab drivers listen to NPR, but I hate the high prices and frequent rate-gouges I've seen on my many cab rides.

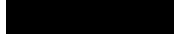
Since discovering the Über car service earlier this year, I've come to love the quick service and high-tech features the company offers. I only wish they could offer their cheaper ÜberX service here, but from what I've heard from the Über folks[1], they're not allowed to compete by offering lower fares.

[1]: <http://blog.uber.com/2012/07/09/uber-amendment/>

Please support a competitive taxicab marketplace by striking the minimum fare requirement.

Most sincerely,

Jacob Patton





**From:** [Mike Rucki](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Please strike the Uber Amendment  
**Date:** Tuesday, July 10, 2012 9:55:44 AM

---

Hello Councilmembers,

Please strike down the Uber minimum fare language! It is a blemish on an otherwise excellent bill.

My wife and I have tried calling taxi companies in DC many times. Often we get a busy signal, or a recording that they are too busy to assist. Sometimes we get a real person, who then says they're too busy and to try calling again later.

Now we frequently use cabs that we flag down on the street, and the service is usually quite good. But that doesn't help when you're in an area or at a time of day when there are no cabs around -- and when no taxi dispatcher will take your call.

Uber is the **only** viable, already-existing alternative to DC's overburdened taxi service when scheduling a pick-up.

Please don't make us pay more for Uber just to protect a taxi commission that is unable to provide baseline service to those in need of scheduling a taxi.

Put your constituents first!

Thank you,

Michael Rucki  
Petworth

**From:** [Jake](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please support a free market economy!  
**Date:** Tuesday, July 10, 2012 2:57:46 PM

---

**Strike down the MINIMUM FARE language from the Uber Amendment.**

**Please. No business is to big to fail. A healthy economy thrives on competition.**

**From:** [REDACTED]  
**Subject:** Please Support Business and vote AGAINST minimum fare taxi language  
**Date:** Tuesday, July 10, 2012 9:58:31 AM

---

Dear Council Member,

Free enterprise is an integral part of America; it is the backbone of our economy and society as a whole. Small businesses work diligently to grow, compete, and succeed in our cities.

Please show your support for free enterprise, the economy, and the American way today by VOTING AGAINST the amendment to the taxi modernization bill and Strike Down the minimum fare language from the Uber Amendment.

Thank you.

This e-mail, including attachments, is intended for the person(s) or company named and may contain confidential and/or legally privileged information.

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**From:** [Jim Courtovich](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please support competition  
**Date:** Monday, July 09, 2012 5:05:48 PM

---

Please allow Uber to offer prices that the markets sets and do not support the current system that props up failed and sub-standard taxi services that are an embarrassment to DC.

James C. Courtovich (2012 Kalorama Road, NW)  
Managing Partner  
Sphere Consulting LLC



Washington London Buenos Aires

**From:** [Mark Abdoo](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Support Councilman Evans's Amendment  
**Date:** Tuesday, July 10, 2012 4:03:56 PM

---

Dear Councilman Brown:

Please support Councilman Evan's amendment that would not establish a minimum for Uber. I find it deeply disturbing that the Council would even consider language such as that in paragraph 8(c) of the so-called Uber ammendment, as it thwarts competition and does not have the best interests of consumers in mind. I hope you will do the right thing and protect consumers rather than an inefficient taxi industry.

Mark Abdoo

[REDACTED]

[Washington, DC 20009](#)

[REDACTED]

**From:** [Ben Woodruff](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Support Councilmember Evans Uber Amendment  
**Date:** Tuesday, July 10, 2012 2:53:00 PM

---

Councilmembers,

I emailed you yesterday to show my concern regarding the new legislation raising the fees on Sedan-Class vehicle services. Councilmember Evans has heard the loud complaints of the DC citizens that do not, in any way, want to have to pay higher rates for the car services upon which they have come to rely. I urge you to support Councilmember Evans' amendment and I thank him for his quick response.

Best regards,

Ben Woodruff  
U Street Corridor Resident

**From:** [Sally McNamara](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Joshua Culling](#)  
**Subject:** Please support Councilmember Evans"s amendment for no minimum fares for Uber  
**Date:** Tuesday, July 10, 2012 3:18:03 PM

---

Distinguished Members of the Council,

As a resident in the Trinidad neighborhood, and the owner of a condo in Chinatown, I strongly urge you to support Councilmember Evans who is introducing an amendment that would have no minimum fare for Uber or UberX.

It is next-to impossible for me to get a taxi from my home, and I have been repeatedly let down by the local cab firm when I order one. I have missed meetings and flights as a result of this. In contrast, Uber has been a vital and reliable lifeline for me, especially in emergencies.

Please do not inflict an unfair financial penalty on me by discriminating against Uber and their hard working drivers.

Regards,

Sally McNamara  
Trinidad, 20002

--

Sally McNamara

**From:** [Clint Albin](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please support councilmember evvans amendment  
**Date:** Tuesday, July 10, 2012 2:59:01 PM

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Councilmember Evans is introducing an amendment that would have no minimum for Uber. We urge you to contact other Councilmembers, particularly your at-large Councilmembers to urge them to support this amendment

Clint Albin



**From:** [Deb Fallows](#)  
**To:** [Deb Fallows](#)  
**Subject:** PLEASE SUPPORT EVANS?WELLS amendment on Uber  
**Date:** Tuesday, July 10, 2012 11:07:38 AM

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I urge you to support the Jack Evans/Tommy Wells amendment to REMOVE THE MINIMUM FARE LANGUAGE regarding fares.

**From:** [Christine Leonard](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED] [Will Portugal](#)  
**Subject:** Please support increased shared transportation for NE residents  
**Date:** Monday, July 09, 2012 8:09:27 PM

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Distinguished Members of the DC City Council,

I am writing in my personal capacity as a DC resident to express very strong support for increased options for shared transportation in the District. I am strongly opposed to the amendment that will be considered tomorrow that will require minimum fares for sedan-class vehicles. I hope that you will consider the implications of this amendment and oppose it as well.

I began using the Uber car service just a few weeks ago for personal and business use. I live at 315 16th Street NE, a section of the city which has pervasive drug dealers (a matter that I have corresponded about for over two years with Councilman Wells and our local police district). Since I am unable to attend the meeting tomorrow in person, I hope that the Council will take this email into consideration during deliberations tomorrow. I returned to live in DC in 2003. I have paid my taxes on time since I returned. We have lived in our current home for 5 years. I am committed to living in the city and now am the director of the DC office of a non-profit organization called the Vera Institute of Justice. Recently, I relocated our office from Dupont to First Avenue NE and am thrilled to see the economic development in NE. For these reasons, I remain very supportive of any business that is providing a service in Northeast.

It is impossible to get a taxi to come to our home at any time of day - we call and then the driver never shows. As you all likely know very well, this is a section of the city that does not attract a random taxi that may be driving and looking for a fare. If I could find a taxi that would come to my home, I would be happy to use their services - it simply doesn't exist as an option. This is not just my personal experience since the situation was just described in a national publication which brought Uber to my attention.

I just became a customer of Uber a few weeks ago. In this short time, Uber has come to my house to pick up women passengers (a friend and a babysitter) to my house on two occasions. The drivers arrived promptly and were very courteous. I have always had positive experiences with DC taxis and enjoy my conversations with the drivers. However, it is a significant benefit that the Uber drivers were willing to do a pick up in our neighborhood on short notice and we knew exactly when they would arrive. For personal safety, the communication from Uber drivers is incredible to ensure that any passenger is not waiting for a ride on the street -- I would truly hope that the Council would appreciate the significance of this service for passengers throughout the city, especially in the evening in areas where there is crime.

In addition, I have used Uber for business travelers attending meetings at my office. They were extremely impressed by the service and it is critical to our ability to have a functioning, growing business in the emerging area of NoMa.

I thank you in advance for your consideration of my views as a constituent, tax payer and senior executive running a non-profit in Northeast DC. It would be a serious economic hardship to me personally and to my organization professionally if the Council passes the amendment requiring a minimum fare 5 times greater than that of a cab. In my opinion, such an action would be hard to justify given the impact on consumers as well as the direct assault on market competition.

Thank you for your service to our city. I hope that the outcome of tomorrow's meeting will result in increased safe and affordable options for shared transportation throughout the city --

especially in Northeast DC.  
Best regards,  
Christine

**From:** [Allan Platt](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Please support Jack Evans' Amendment  
**Date:** Tuesday, July 10, 2012 2:42:52 PM

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David,

I reside in the District and use all forms of public and private transportation, including bus, metro, Zip Car, Car2GO, taxis and Uber. I rely on a diverse mix of these and welcome new improvements that have come to the District.

I am writing to urge that you **please support Jack Evan's amendment** to the taxi/limo reform bill that would eliminate minimums. These provisions actually harm the very people that the District is supposed to protect since they create and preserve a monopoly over taxi services. Transportation systems are changing rapidly.

I urge the District to embrace and encourage **more** innovation to improve the quality of life for the District's residents.

Best Regards,  
Allan Platt

[Allan Platt](#) | Partner | [Clareo](#) | + [\[REDACTED\]](#) | [\[REDACTED\]](#)  
[Facebook](#) | [LinkedIn](#) | [Twitter](#)

**From:** [Allan Platt](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Please Support Jack Evans's Amendment  
**Date:** Tuesday, July 10, 2012 2:50:38 PM

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Tommy,

I reside in the District and use all forms of public and private transportation, including bus, metro, Zip Car, Car2GO, taxis and Uber. I rely on a diverse mix of these and welcome new improvements that have come to the District.

I am writing to urge that you **please support Jack Evan's amendment** to the taxi/limo reform bill that would eliminate minimums. These provisions actually harm the very people that the District is supposed to protect since they create and preserve a monopoly over taxi services. Transportation systems are changing rapidly.

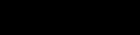
I urge the District to embrace and encourage **more** innovation to improve the quality of life for the District's residents.

Best Regards,  
Allan Platt

[Allan Platt](#) | Partner | [Clareo](#) | + [\[REDACTED\]](#) | [\[REDACTED\]](#)  
[Facebook](#) | [LinkedIn](#) | [Twitter](#)

**From:** [ERICK MULLEN](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Cc:** [Tom Smith](#)  
**Subject:** Please support the Evans Amendment on UBER  
**Date:** Tuesday, July 10, 2012 2:09:12 PM

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 Street NW

**From:** [Robert Gladstone \(CE\)](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Evans, Jack \(COUNCIL\)](#)  
**Subject:** Please support the Jack Evans Uber Amendment  
**Date:** Tuesday, July 10, 2012 5:50:25 PM  
**Importance:** High

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Dear City Council,

I understand that Jack Evans will be introducing an amendment to strike the minimum fare requirements from the proposed Uber law. I ask for your support and vote on the Evans amendment. Washington DC needs choices and open competition. The DC Taxi cab industry is like the old AT&T Bell telephone monopoly – antiquated and inadequate for the level of service Washington DC deserves.

Just like with Bell Telephone, once the monopoly was struck down, true competition resulted in better service, and new and innovative offerings. Please do not stifle innovation. Allow competition to be the rule of law in DC, not regulation designed to further entrench an industry that has a very poor track record of service and reliability.

I've lived in DC for almost 12 years now, and cannot begin to tell you the number of times I've had to pay a cab driver extra (above meter rates) to take me to a valid destination in DC, or the number of times I've been told – no – I don't want to drive to that area or out of the District because there are no fares on the return. While one can report the driver, few people have the time or energy to battle a taxi cab driver on such things with the commission.

I used Uber for months now and have never had a driver refuse to take me to a destination or charge above established rates. All drivers are publically rated by customers and Uber customer service is top notch.

Uber is the best thing that has ever happened to taxi service in DC or anywhere. Let's support this new business model and not restrict it. Let fair competition decide.

Thank you,

Robert Gladstone

A black rectangular redaction box covering the signature of Robert Gladstone.

Washington, DC 20005

**From:** [Bart](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please support the Jack Evans/Tommy Wells Uber Amendment. Thank you  
**Date:** Tuesday, July 10, 2012 12:01:31 PM

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Please support the Jack Evans/Tommy Wells Uber Amendment. Thank you



**From:** [Bart](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please support the Jack Evans/Tommy Wells Uber Amendment. Thank you very much  
**Date:** Tuesday, July 10, 2012 12:02:11 PM

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**From:** [Caroline Levington](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Please Support Transportation Competition  
**Date:** Monday, July 09, 2012 6:21:37 PM

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Dear Councilmembers,

I would like to ask that you please support increased access to transportation in the District by eliminating the minimum fare language from the Uber Amendment. I love living in the District, but as a Petworth resident without a personal vehicle, the only major downside has been the inability to rely on taxi service for myself and my guests. Many times I have called for a cab from one of the District's taxi companies and had no one show up or else had to wait for an hour or two because drivers choose not to respond to requests in Petworth. It is not an exaggeration to say that the arrival of Uber in DC has increased quality of life for me in Ward 4. Although I do not use the service often, knowing that it is an option takes the stress out of my daily transportation needs. If the Council sets a minimum fare of 5 times the taxi drop rate, I will not be able to afford the only reliable ride available to me. Further, it would prevent Uber from expanding into the lower-cost hybrid vehicle market as they are doing in other cities, a service that would be a great boon to car-free living in the District. Please advocate tomorrow for consumer-friendly competition in the market.

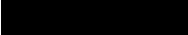
Many thanks,  
Caroline Levington  
Ward 4 Resident

**From:** [Charles Mathias](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please support Uber  
**Date:** Tuesday, July 10, 2012 4:43:14 PM

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Please support Councilmember Evans amendment to the taxi modernization legislation that would have no minimum for Uber.

Thank you.


Charles Mathias  
 (mobile)

**From:** [Charles Mathias](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please support Uber  
**Date:** Tuesday, July 10, 2012 4:42:30 PM

---

Please support Councilmember Evans amendment to the taxi modernization legislation that would have no minimum for Uber.

Thank you.


Charles Mathias  
 (mobile)

**From:** [Charles Mathias](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please support Uber  
**Date:** Monday, July 09, 2012 7:41:33 PM

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I am writing to urge you to oppose the so-called Uber amendment to the upcoming taxi modernization legislation. While I support the goals and objectives of the taxi modernization initiative, I think it would be short-sighted to insulate the DC taxi industry from innovative, service-driven competition that could help make it even better. Because of its innovative business approach, Uber provides a unique service and convenient service that provides more transportation options to District residents and makes more efficient use of available vehicles for hire. It is wrong to legislate them out of business in our city.

Thank you.


Charles Mathias  
 (mobile)

**From:** [Charles Mathias](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please support Uber  
**Date:** Monday, July 09, 2012 7:39:40 PM

---

I am writing to urge you to oppose the so-called Uber amendment to the upcoming taxi modernization legislation. While I support the goals and objectives of the taxi modernization initiative, I think it would be short-sighted to insulate the DC taxi industry from innovative, service-driven competition that could help make it even better. Because of its innovative business approach, Uber provides a unique service and convenient service that provides more transportation options to District residents and makes more efficient use of available vehicles for hire. It is wrong to legislate them out of business in our city.

Thank you.

Charles Mathias  
 (mobile)

**From:** [Kevin Meehan](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please support Uber  
**Date:** Monday, July 09, 2012 6:07:11 PM

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Tommy,

I've been in this city for 6 years and this is the most egregious attempt to prop up the cab industry I have ever seen. Please don't put a price floor on Uber services and support those of who matter- THE CUSTOMER.

Best,

--

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Kevin C. Meehan  
[REDACTED]  
Washington, DC 20010  
[REDACTED]

**From:** [Worlton, Amy](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please support Uber DC  
**Date:** Monday, July 09, 2012 7:13:45 PM

---

Hello, Tommy:

Thanks for all the good work you do for Ward 6. I'm writing in support of Uber DC. In the interest of consumers in DC, Uber should be allowed to charge what the market will bear, not artificially inflated rates forced by DC government in order to protect cab drivers. I hope you will vote accordingly.

Thanks,

Amy



**Amy E. Worlton**  
Attorney At Law  
Wiley Rein LLP

1776 K Street NW  
Washington, DC 20006  
Tel: 202.719.7458 | Fax: 202.719.7049  
Email: [aworlton@wileyrein.com](mailto:aworlton@wileyrein.com)  
[www.wileyrein.com](http://www.wileyrein.com)

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**From:** [Claudia Holwill](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please support Uber!  
**Date:** Monday, July 09, 2012 6:01:16 PM

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I rarely email about policy stuff but please don't let this go through!  
<http://blog.uber.com/2012/07/09/strike-down-the-minimum-fare/>

Uber is fantastic and has helped me out so many times when DC cabs let me down.

**From:** [David Craige](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** please treat uber fairly  
**Date:** Tuesday, July 10, 2012 2:27:50 PM

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please remove the minimum fare language from the uber amendment. Thank you.

David Craige  
DenimBlog.com

**From:** [Joi Sheffield](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Vot to Strike Uber Amendment Minimum Fare Language  
**Date:** Monday, July 09, 2012 6:02:55 PM

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Dear Councilman Catania -

I am writing to urge you to strike the minimum fare language in the Uber Amendment before you tomorrow that will prevent car services like Uber from lowering its rates.

I am a DC resident, and just yesterday I used Uber to provide transportation for a friend visiting from Los Angeles who came to DC for the week for business and her cousins surprise birthday at my house. When everyone was leaving she said she would take a cab and I told her I would get her a car instead because I knew she was ready to leave and with Uber that she would not have to wait. When the car pulled up *less than 5 minutes after I requested it*, she said "oh you didn't have to do that I would have gotten Uber!" She lives in California and uses this service.

I am self-employed in government relations and I use this service for my clients when they come to Washington. We are often on Capitol Hill at meetings or dinners late into the evening. The fact is there are many places in Washington where it is nearly impossible to just walk out and catch a cab, especially in the evenings, and if you call one you are never sure how long you will have to wait. As a single female, it is important to me to feel safe and to be safe.

Uber is available in many cities throughout the united states and I am thrilled we have it as an option in Washington, DC where sedans and black SUVs have traditionally been relegated to VIPs and elected officials. Please do not impede the offering or availability of this wonderful, viable, reasonable and most important, convenient service. I would hate for someone visiting DC who regularly uses Uber in other cities to feel that we are discriminating against such an innovative service that is also providing an environmentally friendly option through an all hybrid fleet with lower rates. Please consider not only those of us who live in DC but those visitors and business travelers who are in and out of our city daily.

Thank you for your consideration.

-----  
Joi E. Sheffield

**SHEFFIELD BROTHERS**

p  
f  
e

*"I never knew of a morning in Africa when I woke that I was not happy"*

*-Ernest Hemingway*

**From:** [Nancy Libin](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote "no" on the Uber amendment  
**Date:** Tuesday, July 10, 2012 10:43:22 AM

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Please vote "no" on the Uber amendment.

Nancy Libin  
DC resident -- Ward 2

**From:** [Nancy Libin](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote "NO" on the Uber proposal  
**Date:** Tuesday, July 10, 2012 10:54:29 AM

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Please vote "NO" on the Uber proposal and  
vote "YES" on Jack Evans' "no minimum" for Uber amendment.

Thank you.

Nancy Libin  
Ward 2 (20037)

**From:** [Mark Soike](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote against minimum fare language in 8C  
**Date:** Monday, July 09, 2012 8:03:04 PM

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Councilmember Brown,

As an DC resident I would like to ask you to vote against the minimum fare language in 8C.

I whole-heartedly believe that Uber has increased the quality of communal transportation in DC at an affordable price.

Please contact me if you would like further explanation.

Best regards and thank you for representing the city,

Mark Soike

[REDACTED]

Washington, DC 20001

[REDACTED] 

**From:** [Mark Soike](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote against minimum fare language in 8C  
**Date:** Monday, July 09, 2012 8:07:00 PM

---

Councilmember Catania,

As a DC resident I would like to ask you to vote against the minimum fare language in 8C.

I whole-heartedly believe that Uber has increased the quality of communal transportation in DC at an affordable price.

Please contact me if you would like further explanation.

Best regards and thank you for representing the city,

Mark Soike



Washington, DC 20001



**From:** [Erik Anderson](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Allen, Charles \(COUNCIL\)](#)  
**Subject:** Please vote against the "Uber Amendment"  
**Date:** Monday, July 09, 2012 5:35:29 PM  
**Importance:** High

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Councilmember Wells,

As a resident of Ward 6 and a highly satisfied customer of the Uber car service, I request you vote against the "Uber Amendment" being considered by the Council tomorrow. I have used Uber on several occasions specifically because it provides a service that current DC cabs do not: reliable and timely transportation in a clean and comfortable environment. I have had countless occurrences where I have called cab services, only to be on hold for 30 minutes or more waiting for a dispatch. I have stood in the cold of a winter night, trying to flag down a cab for me and my wife, only to be turned away because the driver didn't want to drive to Southwest or was looking for a quicker turnaround on a base fare. DC residents have long suffered a corrupt cab system that doesn't address customer needs. Uber is the answer, and paying customers who want a valuable service shouldn't be squeezed to "ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service."

Cab drivers and companies have undercut themselves for years by undercutting customers. Poor service, lack of timely response, rude drivers, dirty cars, etc. - the list goes on and on. Uber is a great alternative, and if their business model is better and provides a service that customers want, they should be rewarded, not penalized and priced out. In DC, we should support the entrepreneurial spirit that Uber represents. If the Council wants to enact regulation to prevent Uber from ripping off customers (and I know of no evidence that they do), then such regulations might be necessary. But to force Uber to increase their fares (outside of their business model) is unfair to the business and customers alike, particularly if such regulations are just to protect the notoriously corrupt taxi industry.

Please stand up for the citizens of DC and the entrepreneurial spirit of Uber, and vote against the Amendment (and convince your fellow Council members as well). This is a valuable service that I can personally say encourages me to explore the city further and spend my money exploring DC businesses and neighborhoods. Taxicabs actually discourage my exploration of the city because of all of their problems. Help fix the cabs before voting to break Uber.

Thanks for your help on this and the other issues I've emailed about previously.

Regards,  
Erik Anderson





**From:** [Alex Wayne](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote against the "Uber" amendment - District 6 voter  
**Date:** Monday, July 09, 2012 5:19:26 PM

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Dear Council members,

I'm writing to you as a District 6 resident (Capitol Hill) and registered (and active) voter. I'm also a very happy occasional customer of the Uber car service.

I understand the council will take up an amendment in the next day or so that would prevent Uber from lowering its fares to compete with Washington's notoriously awful taxicab industry.

I oppose adoption of any such amendment, and I'll consider your vote on it as my own personal "key vote" in the next round of elections.

It seems to me unfair and frankly undemocratic for elected representatives to take action against an innovative new company in order to buttress an incumbent industry that has proved itself hostile to innovation, and that has a record of poor service, price-gouging and general customer dissatisfaction.

I know that the Council is considering legislation to overhaul the city's taxicabs, elements of which are opposed by the industry. In general, I support that legislation, though I'm not thrilled about a 50-cent surcharge on top of large rate increases already adopted this year. But I see no reason why the council should discourage the efforts of Uber or other free-market innovators as it goes about trying to forcibly modernize the hidebound taxicab industry.

Thank you for your service and for your attention.

Sincerely,

Alex Wayne



**From:** [Aaron Schmidt](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Vote Against the Minimum Fare Language  
**Date:** Monday, July 09, 2012 7:30:45 PM

---

Councilman Catania,

I have never written to you before, but I would like to encourage you to oppose the minimum fare language in the Uber amendment tomorrow. This language is anti consumer. Uber offers legitimate competition to the poor, corrupt, and lackluster cab service in DC. Cab service in DC will never improve without real competition for riders. Other cities have embraced Uber's services. I hope the DC City Council does the same.

Sincerely,

Aaron Schmidt

[REDACTED]

Washington, DC 20009

**From:** [Aaron Schmidt](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Vote Against the Minimum Fare Language  
**Date:** Monday, July 09, 2012 7:29:37 PM

---

Councilman Brown,

I have never written to you before, but I would like to encourage you to oppose the minimum fare language in the Uber amendment tomorrow. This language is anti consumer. Uber offers legitimate competition to the poor, corrupt, and lackluster cab service in DC. Cab service in DC will never improve without real competition for riders. Other cities have embraced Uber's services. I hope the DC City Council does the same.

Sincerely,

Aaron Schmidt

[REDACTED]

Washington, DC 20009

**From:** [Pruitt, Bryan](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** FW: Please vote against the Minimum Fare Language  
**Date:** Tuesday, July 10, 2012 2:45:15 PM

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David,

Councilmember Evan's office has informed us that he is introducing an amendment that would address this issue...hope you will support him.

Bryan

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**From:** Evans, Jack (COUNCIL) [mailto: [REDACTED]]  
**Sent:** Tuesday, July 10, 2012 2:41 PM  
**To:** Pruitt, Bryan  
**Subject:** RE: Please vote against the Minimum Fare Language

[REDACTED]

Schannette Grant on behalf of Jack Evans  
Chief of Staff

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**From:** Pruitt, Bryan [mailto: [REDACTED]]  
**Sent:** Monday, July 09, 2012 4:57 PM  
**To:** Evans, Jack (COUNCIL)  
**Subject:** Please vote against the Minimum Fare Language

Dear Councilmember Evans,

I am writing to ask you to vote against the minimum fare language in the Uber Amendment tomorrow.

Thank you so much for your time.

Bryan

[REDACTED]

The Whitman

**From:** [Pruitt, Bryan](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote against the Minimum Fare Language  
**Date:** Monday, July 09, 2012 4:59:47 PM

---

Hey David,

Just a quick note hoping/asking you to vote against the minimum fare language in the Uber Amendment tomorrow.

Thank you so much, hope this finds you well.

Bryan

**From:** [Kirk Rieckhoff](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote against the taxi amendment  
**Date:** Monday, July 09, 2012 4:58:00 PM

---

Hi David,

I am one of your citizens in Ward 2 ... please vote against the amendment that is trying to set a floor to the prices Uber can charge. Our taxis in the city are horrendous compared to other major cities - maybe some real competition can help make things better. I mean using a credit card is like the most painful affair and cabbies get crazy upset. The cars are falling apart. And they won't even run air conditioning half the time.

It seems we keep hearing about corruption in the DC government, and recently on the Taxi commission. Don't let the entrenched taxi interests stop competition David. Our city needs to show that competition is good and that we are trying to create a fair and competitive environment.

Thanks,  
Kirk

**From:** [Kirk Rieckhoff](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote against the Taxi amendment  
**Date:** Monday, July 09, 2012 4:57:16 PM

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Hi Michael,

I am one of your citizens in Ward 2 ... I am writing to ask you to please vote against the amendment that is trying to set a floor to the prices Uber can charge. Our taxis in the city are horrendous compared to other major cities - maybe some real competition can help make things better. I mean using a credit card is like the most painful affair and cabbies get crazy upset. The cars are falling apart. And they won't even run air conditioning half the time.

It seems we keep hearing about corruption in the DC government, and recently on the Taxi commission. Don't let the entrenched taxi interests stop competition Michael. Our city needs to show that competition is good and that we are trying to create a fair and competitive environment.

Thanks,  
Kirk

**From:** [Maxine Isaacs](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote against the Uber amendment  
**Date:** Tuesday, July 10, 2012 9:55:59 AM

---

Dear Councilman Brown,

Please vote against any attempt to restrict Uber, which is a fantastic, user-friendly valuable service to residents of the District.

We should be encouraging, not restraining competition in an effort to improve car services in DC. Thank you.

Maxine Isaacs

[REDACTED]

Washington DC 20008

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Maxine Isaacs

[REDACTED]



**From:** [Maxine Isaacs](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote against the Uber amendment  
**Date:** Tuesday, July 10, 2012 9:52:47 AM

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Uber is a fantastic, user-friendly service which the DC government should encourage. Thank you.

Maxine Isaacs

[REDACTED]

Washington, DC 20008

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Maxine Isaacs

[REDACTED]

**From:** [Justin Wiley](#)  
**To:** [Brown, Michael \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [REDACTED]  
[Orange, Vincent B. \(Council\)](#)  
**Subject:** Please vote against the Uber Amendment  
**Date:** Monday, July 09, 2012 6:40:59 PM

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Dear Chair Mendelson and Council Members,

**Please** vote against the Uber Amendment **which artificially sets the minimum cost of a sedan to no less than five times the minimum cab fare.**

As a resident of Capitol Hill, I have often found it very difficult to locate taxis within a half-mile radius of my residence. On several occasions, I have contacted various taxi companies, via telephone, attempting to have a cab dispatched to my home in a timely fashion. Without fail, the cab arrives at least 30 minutes later (if they show) than the dispatcher's quoted arrival time. I have found the DC taxi system unreliable, dirty, and at times unsafe. Moreover, when seeking transportation home from events around the city, I have been told by cab drivers that they will not drive me home to Capitol Hill and ask me exit their vehicle.

I have found Uber to be a reliable service that will actually travel to Capitol Hill! Unfortunately, I am often not able to use their service due to cost. I recently found out that Uber has introduced a lower cost option to NYC and SF. As my elected officials, I hope you will not prevent this option from arriving to Washington, DC.

As stewards of the public good, I implore you to create opportunities for affordable, safe, and reliable transportation and vote against the so called 'Uber Amendment'

Warm regards,

Justin Wiley  
[REDACTED]

**From:** [Christopher Mulkins](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Vote AGAINST the Uber Amendment  
**Date:** Monday, July 09, 2012 5:50:39 PM

---

Dear Council Member Catania,

I am writing as a registered voter of Ward 2 in Washington, DC to request that you vote AGAINST the Uber Amendment tomorrow that would increase minimum fares for sedan services in the District of Columbia (please see here for the text of the amendment: <http://blog.uber.com/2012/07/09/uber-amendment/>)

I am requesting this because I feel it is unjust of you, as a member of the City Council, to continue to subject the citizens of DC to the poor quality and service of its taxis and the Taxi Cab Commission and hope that you would want competition within the district to increase service standards and lower costs for all in the realm of private transportation.

Thank you for your attention to this matter, and again, I hope that you vote AGAINST the Uber Amendment tomorrow.

Kind regards,

Christopher J. Mulkins



Washington, DC 20009

**From:** [Christopher Mulkins](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote AGAINST the Uber Amendment  
**Date:** Monday, July 09, 2012 5:49:43 PM

---

Dear Council Member Brown,

I am writing as a registered voter of Ward 2 in Washington, DC to request that you vote AGAINST the Uber Amendment tomorrow that would increase minimum fares for sedan services in the District of Columbia (please see here for the text of the amendment: <http://blog.uber.com/2012/07/09/uber-amendment/>)

I am requesting this because I feel it is unjust of you, as a member of the City Council, to continue to subject the citizens of DC to the poor quality and service of its taxis and the Taxi Cab Commission and hope that you would want competition within the district to increase service standards and lower costs for all in the realm of private transportation.

Thank you for your attention to this matter, and again, I hope that you vote AGAINST the Uber Amendment tomorrow.

Kind regards,

Christopher J. Mulkins



Washington, DC 20009

**From:** [Laurie Van Hall](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote against the Uber Amendment  
**Date:** Monday, July 09, 2012 5:48:09 PM

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Councilmember Wells,

I realize that the Uber service is currently operating illegally in the District of Columbia and I agree that if needed there should be amendments made to ensure that the service is legal. However I very much disagree with the idea of putting a mandatory minimum fare on the service. As a resident of Ward 6, I essentially live in a "metro desert" in the Atlas District neighborhood. I also regularly feel unsafe in many of the cities taxi cabs as I have heard one too many horror stories involving young single women being assaulted or mistreated by drivers. It is also often hard to find a taxi driver that is willing to take me to my neighborhood late at night because they are concerned about finding a new rider once I have been dropped off. I do not believe it is fair for the DC Council to limit my options even further by imposing this minimum fare for Uber.

I would happily use DC Taxi's more regularly, however they are extremely inconvenient, usually unsafe and very unreliable. Uber is a fantastic, convenient and safe service that is provided to the residents of the District of Columbia and I urge you to please vote against this amendment during your council meeting tomorrow.

Sincerely,

Laurie Van Hall

[REDACTED]  
Washington, DC 20002

**From:** [Alexander Boutelle](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote against the Uber Amendment!  
**Date:** Tuesday, July 10, 2012 10:00:48 AM

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Councilmen Graham and Catania -

I am proud to be a DC resident in many ways, and I rarely feel the need to reach out to the city council directly.

As a 30-year-old, employed, queer white male, I am lucky to not need many of the city services over which the Council presides. One of the policy areas that does affect me, and increasingly frustrates me, is the regulation of the District's taxis. It frequently comes up when discussing DC with friends from other cities. We need greater competition in the system, and while I do not personally use Uber, I appreciate that they are testing innovative models to a difficult challenge.

The promotion of competition in the taxi cab system is increasingly a top issue for me. I hope you lead the council against the Uber amendment today and strike down the minimum fare requirement.

Proud to be your constituent,  
Alexander Boutelle

PS I can't tell you how much I appreciate the end of the gas surcharge on taxis - it was a particularly rankling fee in the winter months when gas prices were clearly low. Thank you for representing DC residents to improve the sanity of the surcharge system.

-----  
Alexander Boutelle

[p]  
[e]  
[a]

[REDACTED]  
[REDACTED]  
[REDACTED], Washington DC, 20009

**From:** [Betsy Kelly](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Vote against the Uber Ammendment  
**Date:** Monday, July 09, 2012 8:32:25 PM

---

Dear City Council,

Please let the citizens of the District of Columbia have access to a fleet of low-cost hybrid taxis. I have used the Uber service and found it extremely reliable. My friends in Boston and NY love it too.

If you allow the special interests of DC taxi companies to drive this anti-Uber legislation, our city will - once again - be the butt of jokes about an inefficient bureaucracy ruled by inept politicians. After the Kwame Brown debacle, this is something you can ill afford.

Here's is the most objectionable part of the bill: the minimum fare in a sedan-class vehicle be five times the \$3 drop rate charged by metered cabs.

As you know, Uber cars vary - not all are sedans - and Uber intends to introduce a fleet of small hybrid vehicles to DC. That's a win-win for all of us.

I'm a school principal and every decision I make is grounded in what is best for students. Please put the people first and allow us to have lots of choice with large issues and small - like simply calling a taxi.

Many thanks,  
Betsy Kelly

**From:** [Scott Berkowitz](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please Vote Against the Uber Minimum Fare Requirement  
**Date:** Monday, July 09, 2012 5:38:00 PM

---

Dear Councilmember Catania,

I have been a DC voter for 25 years, but this is the first time I've written to my council member. I understand that the council is considering a bill that would set a minimum fare for cars hired through Uber. I strongly urge you to vote against that requirement.

For many years, one of the worst features of life in DC has been the unavailability of reliable, on-call taxi service. Trying to get a taxi from Yellow Cab on a Friday or Saturday night can take an hour on the phone, and even then it is likely that the cab will never show up (or, if it does, will reek of smoke). I've rarely dealt with a company that treats customers so poorly.

Since Uber arrived, there has finally been a reliable alternative. It's rather stunning that the council would even consider raising its prices and making it less affordable. If the city government really cares about consumers, it needs to spend its time going after companies that mistreat its customers (e.g., Yellow Cab) and reward, or at least refrain from harming, competitors that do a great, and much needed job.

I hope that in voting on this bill you will represent the needs of your voters, not those of taxi owners. While I understand that Uber's presence may be bad for the taxi industry's business, the industry has only itself to blame. If it offered a good, reliable service, there would be no need for Uber, and Uber's business would quickly go away. Until then, please use your power to help your constituents, who need good, reliable car service at a reasonable price.

Thank you,

Scott Berkowitz

WDC 20015



**From:** [Scott Berkowitz](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please Vote Against the Uber Minimum Fare Requirement  
**Date:** Monday, July 09, 2012 5:36:47 PM

---

Dear Councilmember Brown,

I have been a DC voter for 25 years, but this is the first time I've written to my council member. I understand that the council is considering a bill that would set a minimum fare for cars hired through Uber. I strongly urge you to vote against that requirement.

For many years, one of the worst features of life in DC has been the unavailability of reliable, on-call taxi service. Trying to get a taxi from Yellow Cab on a Friday or Saturday night can take an hour on the phone, and even then it is likely that the cab will never show up (or, if it does, will reek of smoke). I've rarely dealt with a company that treats customers so poorly.

Since Uber arrived, there has finally been a reliable alternative. It's rather stunning that the council would even consider raising its prices and making it less affordable. If the city government really cares about consumers, it needs to spend its time going after companies that mistreat its customers (e.g., Yellow Cab) and reward, or at least refrain from harming, competitors that do a great, and much needed job.

I hope that in voting on this bill you will represent the needs of your voters, not those of taxi owners. While I understand that Uber's presence may be bad for the taxi industry's business, the industry has only itself to blame. If it offered a good, reliable service, there would be no need for Uber, and Uber's business would quickly go away. Until then, please use your power to help your constituents, who need good, reliable car service at a reasonable price.

Thank you,

Scott Berkowitz

WDC 20015

**From:** [Steve Andronico](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** please vote down the Uber amendment to fix prices  
**Date:** Tuesday, July 10, 2012 1:59:50 PM

---

I have been using Uber since it came to DC several months ago and use it several times per week. They offer a great service.

Their new proposed service to me is even more exciting because it will be the same great service with a fleet of hybrid vehicles and lower prices for me to get a ride.

Any kind of minimum price fixing is not good for DC residents like me and seems quite anti-free-market.

The DC Taxi Cab system is perhaps the worst I have experienced in America. I am constantly being turned down by DC taxi's who would otherwise rather get a larger fare, more passengers or whatever other excuse they want to use. They illegally turn customers away all the time.

The Uber movement has certainly shaken up the system and I hope that the DC Taxi Cab Commission will continue to try to improve their own cabs instead of thwarting the efforts of their competition.

It would seem like a simple fix to have the DC Taxi Cab Commission pay for their own App that could compete with Uber and include in that levels of cars--older models on up to nicer model cars. This would give riders a choice. Competition is good. Price fixing is detrimental and unamerican.

Thank you for your time,

Steven Andronico  
Glover Park Resident

--

Steven Andronico

**From:** [Brown, Michael \(Council\)](#)  
**To:** [Bellanca, Amy \(Council\)](#)  
**Subject:** FW: Please vote FOR the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:20:49 PM

---

a good one!

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**From:** Brook S [REDACTED]  
**Sent:** Tuesday, July 10, 2012 1:19 PM  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Subject:** Please vote FOR the Uber amendment

Seriously, vote FOR this amendment. Since your ilk have already set about destroying capitalism piece by piece over the decades, why let a little public outcry stop you now? While at it, I suggest you add an article outlawing rollerskates as non-entertainment forms of commute. Thanks to John Stossel, the whole country already knows DC's taxi industry is corrupt to the core. Thanks to a long disgustingly distinguished list of corrupt DC politicians, the country also knows DC is the worst of the worst. Whether you pass the amendment or not, that it even exists shows how economically and socially idiotic you are. What better way to showcase what you ethically bankrupt knuckleheads are known for than to legislate price fixing, squash innovation, and protect your kickbacks/special interests, all with one easy vote? Once again, you will gain nationwide notoriety for being fucktards. Vote YES! All the best, Brook

**From:** [Brook S](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please vote FOR the Uber amendment  
**Date:** Tuesday, July 10, 2012 1:19:25 PM

---

Seriously, vote FOR this amendment. Since your ilk have already set about destroying capitalism piece by piece over the decades, why let a little public outcry stop you now? While at it, I suggest you add an article outlawing rollerskates as non-entertainment forms of commute. Thanks to John Stossel, the whole country already knows DC's taxi industry is corrupt to the core. Thanks to a long disgustingly distinguished list of corrupt DC politicians, the country also knows DC is the worst of the worst. Whether you pass the amendment or not, that it even exists shows how economically and socially idiotic you are. What better way to showcase what you ethically bankrupt knuckleheads are known for than to legislate price fixing, squash innovation, and protect your kickbacks/special interests, all with one easy vote? Once again, you will gain nationwide notoriety for being fucktards. Vote YES! All the best, Brook

**From:** [Emily Hayden](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote in favor of Uber  
**Date:** Tuesday, July 10, 2012 11:15:37 AM

---

Councilman Wells,

I am a constituent in Ward 6 and strongly support Uber being able to lower their fares. It's rare that I can find a DC taxi within walking distance and the last few times I've called for one, they have been extremely late and it affected my work. Uber has been extremely reliable - the only problem is they are a bit expensive. Please vote in favor of allowing Uber to have a less expensive all-hybrid fleet.

Regards,

Emily Hayden



**From:** [Catrina Savelle](#)  
**To:** [REDACTED]  
**Subject:** Please Vote In Favor Of Uber  
**Date:** Monday, July 09, 2012 5:38:43 PM

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I have used the Uber service twice in the last month and the service was quite frankly the only way for me to get home from my friends houses that either live in undesirable areas or places where cabs aren't accessible like five or six blocks off of 16th street. When it is 2AM it is the only viable service; the last two times we have called for cabs to pick us up they never showed up, we even booked online through an app and they still never showed up. The services is clean, has air conditioning that works, the cars aren't broken down with awful shocks or split seats and taped windows and they will make more than one stop without forcing you to pay for one full fair on the spot and then restart the meter.

The convenience of the service is OUTSTANDING! Please don't take this service away from us or force the prices up.

There are those that will continue to use taxis and I will for very short distances but when going more than two miles from my home in areas where flagging a cab is not an option the service makes sense.

Thanks,  
Catrina Savelle  
DC Resident

**From:** [MICHAEL PETRICONE](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote NO on the "Uber Amendment"  
**Date:** Monday, July 09, 2012 6:15:31 PM

---

>  
> Dear Council Member Catania  
>  
> It is my understanding that the DC City Council will be voting tomorrow on the so-called "Uber Amendment" to prevent Uber from lowering its rates or offering competitive low cost car service.  
>  
> My neighbors and I are frequent and Uber customers. Uber is a high quality transportation alternative that offers a much-appreciated service to many of your constituents.  
>  
> I find it outrageous that the City Council would act to artificially inflate transportation rates. This move would harm DC residents and DC businesses – the only winner would be the taxi monopoly.  
>  
> Please keep DC's growing image as a pro-business, high-tech, high quality-of-life city and vote NO on the Uber Amendment.  
>  
> Michael Petricone  
> [REDACTED]  
> Washington DC 20007  
>  
> Sent from my iPad

**From:** [Patrick McIntyre](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote NO on the Uber Amendment  
**Date:** Monday, July 09, 2012 6:16:55 PM

---

Dear Councilman Catania,

I hope this finds you well...

What is your position on the Uber amendment? I recently read [this article](#) concerning DC's problems with cheaper, cleaner alternatives to the our dreadful taxi cab cartel, and then learned today that there's a vote intended to punish Uber tomorrow.

I hope you'll do the right thing and vote FOR your constituents by enabling as much competition as possible in the District (especially if it's CLEAN!). I hope you'll vote against the so-called Uber amendment.

Either way, please inform me of your position.

Thank you!  
Patrick McIntyre

  
WDC 20009



**From:** [Robin Cook](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Cheh, Mary \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#)  
**Subject:** Please vote NO on the Uber Amendment  
**Date:** Monday, July 09, 2012 6:05:56 PM

---

Dear Council Members:

As a DC Resident and former New Yorker, I am of the firm belief that our taxi system is nothing short of laughable. It pales in comparison not only to New York's taxi system, but also to that of every other major city on the East or West Coast. In its short time, Uber has done great things to improve that, providing Washingtonians reasonably affordable, easily accessible transportation options and a pleasurable riding experience.

To state the obvious: enacting legislation to ensure high prices is anti-competitive and anti-consumer. There is only one logical objective to this amendment, protectionism for DC's already broken taxi system.

Uber should be allowed to compete on the merits. Across the country, it has proven that it makes cities better, and if given the chance it will make Washington better too. Please vote no on the Uber amendment.

Thank you,

Richard R. Cook  
[REDACTED] (Ward 2)  
Washington DC, 20005  
[REDACTED]

**From:** [Megan Hauck](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote no on the Uber amendment  
**Date:** Monday, July 09, 2012 5:23:04 PM

---

Councilman Wells,

I live on Capitol Hill and am concerned with the continued pressure I believe the council is getting from the taxi cab commission and others to push Uber out of DC. For those of us who live back from the main streets where taxis are easy to flag down, Uber has been incredibly helpful and convenient. If the taxis in DC want to compete, they should do that rather than trying to regulate their competition out of existence. I would be happy to take a taxi if they every answered their phones, provided apps for smart phones or even used the internet but they don't. Uber and other companies like it provide a service to the residents of this city and should be allowed to compete fairly and let the customer decide.

I hope you will stand up for us and against this ridiculous level of over regulation.

thank you,  
Megan Hauck

**From:** [Jamie Gregorian](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote no on the Uber Amendment Tomorrow  
**Date:** Monday, July 09, 2012 4:58:00 PM

---

Mr. Wells,

I am writing to ask you to vote against the Uber Amendment tomorrow. As you may be aware, it is difficult to get good, reliable transportation services in many parts of the city, including Ward 6. I live near the H Street Corridor, and outside of Friday and Saturday nights, it is rare to be able to hail a cab. That leaves me with the choice of sitting on hold with Yellow Cab to get a cab when one becomes available, or an easy, safe, and efficient ride with Uber. If the City Council sets a pricing floor on Uber, it will only serve to lessen my options and drive my costs up. Please vote no on this amendment.

Thanks,  
Jamie Gregorian

[REDACTED]

Washington, DC 20002

--

Jamie Gregorian

[REDACTED]

**From:** [REDACTED] on behalf of [Tom Gordon](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Please Vote No on Uber Amendment  
**Date:** Tuesday, July 10, 2012 8:43:28 AM

---

Councilmembers:

Please vote no on the Uber Amendment today. I appreciate the multiple transportation options available to me in the District, and have used my own car, taxis, Metro, Circulator, Capital Bikeshare, and Zipcar to get around. (I haven't had a chance to try Car2Go yet, but am looking forward to it as well.) I am troubled that the Council might place an artificial floor in the price of a new transportation option that could add to this rich menu of choices. This is not how a market economy is supposed to work, and will certainly not benefit me in getting around the District.

Tom Gordon

[REDACTED]

**From:** [Ashley Hoy](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Vote No on Uber Amendment  
**Date:** Monday, July 09, 2012 5:39:30 PM

---

Dear Councilman Wells:

I'm writing today to respectfully request that you oppose the minimum fare Uber amendment tomorrow.

Uber has been a welcomed addition to the city's transportation needs and only enhances competition among services which is extremely beneficial to the consumer. To be sure, I continue to utilize taxicabs much more frequently than Uber services -- especially during the work week -- but adamantly wish to continue to have as many choices as possible in transportation services.

Additionally, I feel it is extremely unfair for the government to mandate a minimum price on a business that must be 5 times more than the drop rate of its competitor. When a marketplace is working well, as it is in this case, government intervention is unnecessary and will only lead to a stifling of competition.

Thank you for your consideration.

E. Ashley Hoy

A black rectangular redaction box covering the signature of E. Ashley Hoy.

Washington, DC 20002

**From:** [Jade Floyd](#)  
**To:** [Bowser, Muriel \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please VOTE NO to Uber Amendment  
**Date:** Monday, July 09, 2012 5:48:28 PM

---

Dear Councilmembers:

As a homeowner of Ward 4 (1322 Missouri Ave. NW #101) I take great pride in this city and efficient transportation options. The options are endless - WMATA, ZipCar, Uber, Capitol Bike Share, taxis, good old walking or driving my car - and there is not a more accessible city than D.C.

I've taken literally every method of transportation in this city and by far the most reliable and quick option is the newly introduced Uber. I use it for client meetings, to order a pick up from late nights out and to know that I'll be picked up safely without having to hail a cab on a dark street corner at night. It's safe, efficient, reliable, clean and has adapted to modern times with technology and an outstanding APP.

I can not understand why you would introduce an amendment to protect taxi cab drivers and favor their business. Taxis in D.C. are by far my least favorite option for commuting. You should allow allowing opportunity for all businesses, like Uber, to grow. Growth should also be a top priority for our city. If you pass this amendment you will stifle competition, dissuade businesses from coming to the District and stall the implementation affordable options for your residents.

I urge you to vote NO on this amendment.

Regards,  
Jade Floyd

--  
Cheers,  
Jade Floyd

Follow me on Twitter [@DCThisWeek](#)  
Read my latest column, the Beltway of Giving, for the Georgetownner at <http://bitly.com/MVGKxc>

**From:** [Matt Swearman](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Brown, Michael \(Council\)](#)  
**Subject:** Please vote to strike down MINIMUM FARE language from Uber Amendment  
**Date:** Monday, July 09, 2012 9:01:16 PM

---

Dear DC Council Members,

I am a resident of Ward 5, where I have proudly resided for 11 years, and I vote. I am writing to you in opposition of minimum fare language in the Uber Amendment. I am asking that you strike down the minimum fare language.

In my 11 years living in DC, I have endured terrible service from DC Cab drivers, from refusing service, taking over an hour to arrive when calling one to pick up at my home, reckless driving, unnecessary use of horn adding to noise pollution in the city, not knowing the city and needing the most basic directions and so on. Then there are the cabs themselves with AC that is either broken, or drivers that won't turn it on, cabs that are rattling apart, dirty, smell badly and generally not pleasant to ride in. You're certainly familiar with the saying, would you let your mother use that? Well, I would not put my mom in a DC Cab.

In the past few months, I was delighted that Uber came to DC. Here was an alternative that offers amazing service that is reliable, friendly and the equipment is in 100 percent working order. I can call one to my home, and be on my way in a matter of minutes. Finally, an alternative to DC Cabs that is safer and better in every way. And now, Uber is about to offer a more competitive option - Hybrid vehicles. And I understand the DC Council is voting to make the base fare at least 5 times more costly for these more affordable and more efficient options to DC cabs. That is absolutely unconscionable, to think now when money is already tight for DC residents, you want to punish a better transportation option by making it significantly more expensive than the terrible excuse for cab service we now have?

I am asking you now, to strike down the minimum fare language in the Uber Amendment tomorrow. It is unfair, and it provides DC cabs with an advantage they do not deserve, nor have they earned. They've gotten by for years with the same terrible service and vehicles. It's time we have better options in DC. Vote for fair competition, and support residents and tourists alike who use this valuable service that take much better care of us than DC cabs could ever hope to do for us.

Sincerely,  
Matt Swearman



Washington DC 20018

**From:** [msthngdc](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Please vote to strike down minimum fare language from Uber Amendment tomorrow 7/10  
**Date:** Monday, July 09, 2012 5:28:51 PM

---

Dear Council Member Catania,

I'm writing to you as a long-time resident of the District of Columbia who is concerned about the punitive government intervention in a well functioning marketplace that the minimum fare language in the Uber amendment is setting a precedent for.

I'm voicing my respectful request that you please strike down the minimum fare language when it is voted on tomorrow in the Uber Amendment (Tuesday 7/10) to allow us the freedom of choice that other cities on par with D.C. including San Francisco and New York have allowed their citizens to enjoy.

Respectfully,

Jamie Asin



**From:** [msthngdc](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please vote to strike down minimum fare language from Uber Amendment tomorrow 7/10  
**Date:** Monday, July 09, 2012 5:27:17 PM

---

Dear Council Member Wells,

I'm writing to you as a long-time resident of the District of Columbia who is concerned about the punitive government intervention in a well functioning marketplace that the minimum fare language in the Uber amendment is setting a precedent for.

I'm voicing my respectful request that you please strike down the minimum fare language when it is voted on tomorrow in the Uber Amendment (Tuesday 7/10) to allow us the freedom of choice that other cities on par with D.C. including San Francisco and New York have allowed their citizens to enjoy.

Respectfully,

Jamie Asin

**From:** [msthangdc](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote to strike down minimum fare language from Uber Amendment tomorrow 7/10  
**Date:** Monday, July 09, 2012 5:23:50 PM

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Dear Council Member Brown,

I'm writing to you as a long-time resident of the District of Columbia who is concerned about the punitive government intervention in a well functioning marketplace that the minimum fare language in the Uber amendment is setting a precedent for.

I'm voicing my respectful request that you please strike down the minimum fare language when it is voted on tomorrow in the Uber Amendment (Tuesday 7/10) to allow us the freedom of choice that other cities on par with D.C. including San Francisco and New York have allowed their citizens to enjoy.

Respectfully,

Jamie Asin

**From:** [Katherine Turner](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** PLEASE vote to strike the minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 5:58:06 PM

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Dear Councilmember Wells --

My name is Katherine Turner. I am a DC constituent residing in your District (I live in the Landmark Lofts building at 215 Eye Street NE). I have lived in the District since 2007 and also resided here while I was an undergraduate at Georgetown University, from 1997 to 2001. My husband and I bought our home in 2010 and plan to be here for a long time.

In my view, Uber is the best thing to happen to transportation in DC (along with Capital Bikeshare) since Metro. I have come to rely on it regularly, and it has contributed very positively to my ability to travel around the City safely and conveniently. I am an attorney at the law firm of Williams & Connolly LLP. While I take Metro to work in the morning, I often work very late nights, coming home after Metro is closed for the evening. Before Uber, I would go outside -- at 1 am, 2 am, even later sometimes -- in the morning to try to catch a cab. Calling a cab at that hour (as with all hours in DC) was extremely unreliable. Sometimes drivers would refuse to take me to Northeast, even after I reminded them that they had no right to refuse a ride based on destination. There were many times when I would end up standing outside very late at night -- alone -- for 20 minutes or more waiting for a cab. Since Uber arrived, I can simply request a ride using my I-phone, and remain in my office building until I receive the text that my car has arrived. The service is safe, convenient, and more affordable than standard car service--which is also requires reservations well in advance and therefore is not realistic for this situation.

In other circumstances, I have been caught at work late and night and realized I have no cash. Before Uber, I would have to walk two blocks to an ATM, get out cash late at night -- alone -- and find a cab. This is because the District -- unlike almost every other major city -- does not require cab drivers to accept credit cards. I've had many cab drivers simply drive away when I even ask if they would accept a credit card. In this situation, too, Uber provides a convenient alternative.

Uber has also been tremendously useful in getting to National Airport for frequent business travel. I often take the 6 am shuttle to New York, or other early flights. It is very difficult to get a cab at 3rd and H Street that early in the morning. With Uber, I know a clean car with a friendly driver will arrive on time, and I don't have to stand on a corner for twenty minutes in the early morning worrying about whether I will miss my flight.

I continue to take cabs around the city in many scenarios -- whenever a cab is readily available and I have cash handy, I will always take a cab over Uber -- because there is still a significant price difference. But during times when cabs are scarce, or when safety considerations make it unwise to stand alone on a corner, Uber is an excellent alternative at a reasonable price point.

Competition in the cab/car service industry is healthy, particularly for the DC cab drivers--many of whom are excellent drivers who follow the rules, but many others of whom are rude, disregard the DC regulations, fail to maintain their cabs, and do not drive safely. In contrast, I have been consistently impressed by the Uber

drivers. The cars are clean, the drivers are friendly and arrive on time, and the transaction is seamless.

Uber is providing a valuable and important service on which many District residents have come to rely. Regulating Uber out of the City also sends a negative message to businesspeople and entrepreneurs looking to provide services in DC. Uber is a company that saw certain transportation need that was not being met by public transportation, cab services, or traditional car services, and came up with an innovative and creative solution to fill that hole. Users love it. Attracting companies that use technology to solve problems is essential to any vibrant city. Imposing regulations that would kill everything that is great about Uber sends a message that DC is not open for business.

I strongly urge you to vote to ensure that Uber can continue to a safe and convenient alternative to cabs and regular car services, by voting against the minimum fare language in the current Uber Amendment.

Sincerely,

Katherine M. Turner

[REDACTED]

Washington, DC 20002

[REDACTED]

**From:** [Joi Sheffield](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Please vote to Strike the Uber Amendment Minimum Fare Language  
**Date:** Monday, July 09, 2012 5:54:17 PM  
**Importance:** High

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Dear Councilman Brown –

I am writing to urge you to strike the minimum fare language in the Uber Amendment before you tomorrow that will prevent car services like Uber from lowering its rates.

I am a resident of Ward 4 on Peabody Street NW, and just yesterday I used Uber to provide transportation for a friend visiting from Los Angeles who came to DC for the week for business and her cousins surprise birthday at my house. When everyone was leaving she said she would take a cab and I told her I would get her a car instead because I knew she was ready to leave and with Uber that she would not have to wait. When the car pulled up *less than 5 minutes after I requested it*, she said “oh you didn’t have to do that I would have gotten Uber!” She lives in California and uses this service.

I am self-employed in government relations and I use this service for my clients when they come to Washington. We are often on Capitol Hill at meetings or dinners late into the evening. The fact is there are many places in Washington where it is nearly impossible to just walk out and catch a cab, especially in the evenings, and if you call one you are never sure how long you will have to wait. As a single female, it is important to me to feel safe and to be safe.

Uber is available in many cities throughout the united states and I am thrilled we have it as an option in Washington, DC where sedans and black SUVs have traditionally been relegated to VIPs and elected officials. Please do not impede the offering or availability of this wonderful, viable, reasonable and most important, convenient service. I would hate for someone visiting DC who regularly uses Uber in other cities to feel that we are discriminating against such an innovative service that is also providing an environmentally friendly option through an all hybrid fleet with lower rates. Please consider not only those of us who live in DC but those visitors and business travelers who are in and out of our city daily.

Thank you for your consideration.

Joi Sheffield

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Joi E. Sheffield

**SHEFFIELD BROTHERS**

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*“I never knew of a morning in Africa when I woke that I was not happy”*

*-Ernest Hemingway*



**From:** [Joi Sheffield](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please Vote to Strike Uber Amendment Minimum Fare Language  
**Date:** Monday, July 09, 2012 6:00:48 PM

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Dear Councilman Wells –

I am writing to urge you to strike the minimum fare language in the Uber Amendment before you tomorrow that will prevent car services like Uber from lowering its rates.

I am a DC resident, and just yesterday I used Uber to provide transportation for a friend visiting from Los Angeles who came to DC for the week for business and her cousins surprise birthday at my house. When everyone was leaving she said she would take a cab and I told her I would get her a car instead because I knew she was ready to leave and with Uber that she would not have to wait. When the car pulled up *less than 5 minutes after I requested it*, she said “oh you didn’t have to do that I would have gotten Uber!” She lives in California and uses this service.

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Thank you for your consideration.

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Joi E. Sheffield

**SHEFFIELD BROTHERS**

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*“I never knew of a morning in Africa when I woke that I was not happy”*

*-Ernest Hemingway*

**From:** [REDACTED] on behalf of [Alex Stockwell](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Please: Strike down the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 10:22:15 AM

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Tommy,

From the perspective of innovation and in the spirit of affording equal opportunities for businesses and markets, PLEASE I'm asking you to strike down the minimum fare language from the Uber amendment. This is several steps backwards for small business and for our country, and I was so disappointed in the spirit of this language that I was compelled to write and express my dissatisfaction with our lawmakers in general and your chairmanship in particular if this becomes law.

Please help strike this language down, for the sake of all small businesses in America.

Alex Stockwell

Founder/Principle of ST Connect, Inc.



**From:** [Michael Sands](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Plesae strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 10:36:23 AM

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Plesae strike down the MINIMUM FARE language from the Uber Amendment.  
M>

**From:** [Michael Sands](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Plesae strike down the MINIMUM FARE language from the Uber Amendment.  
**Date:** Tuesday, July 10, 2012 10:36:16 AM

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Plesae strike down the MINIMUM FARE language from the Uber Amendment.

M>

**From:** [Aaron Stetter](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** [REDACTED] <[REDACTED]> <[REDACTED]> <[REDACTED]>  
**Date:** Tuesday, July 10, 2012 9:35:27 AM

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Dear Mr. Wells,

I understand that the D.C. Council is considering voting on an amendment that would raise fare prices on Uber and similar car services, or even disallow those types of businesses to lower their current fares. I am 100% opposed to this amendment. I support having choices and am an Uber user. I prefer to have a clean car to ride in, not one that smells like smoke or other odors. I prefer to have a driver who is attentive to me, not on his or her cell phone having a discussion with someone not in the car. I prefer to have a quiet ride, without loud music or talk radio. I prefer to pay by credit card, not to have to wait for the driver to stop and get change. I prefer to be able to summon a ride by my mobile device, not wave down a cab and have the driver ask me where I am going before I am allowed in the car. I prefer to receive a detailed receipt including my route, not a tiny slip of rolled up paper without a space to include tip.

Uber provides a valuable service to many residents and guests of Washington, D.C. As representatives of our national's capitol, I find it appalling that the D.C. Council is considering limiting my options for transportation. Under no circumstances do I believe that the minimum fare language should be passed.

Thank you,

Aaron Stetter  
[REDACTED]  
[REDACTED]

Washington, DC 20001

**From:** [Morning Transportation](#)  
**To:** [Kass, Jonathon \(COUNCIL\)](#)  
**Subject:** POLITICO's Morning Transportation: Young wins another one for Alaska - Amtrak's new plan - Report: \$26B on the line for HSR - How TSA might shape its future - Why is Cravaack trying to stifle VMT?  
**Date:** Tuesday, July 10, 2012 9:35:09 AM

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By Adam Snider and Burgess Everett

With Jessica Meyers

**ALASKA AT IT AGAIN:** Alaska Rep. Don Young brought the world the "Bridge to Nowhere." Call this the "Railroad to Nowhere." Seven years ago, the veteran Republican created a cash gusher for the touristy Alaska Railroad by giving it a share of Congress's mass transit bucks. In June, he stared down the Senate to keep the subsidies flowing for another two years. The price tag: \$62 million. Those millions were part of a package meant to help mass transit lines carry commuters, not send cargo and tourists through the Alaskan tundra. Jonathan Allen and Jessica have the scoop: <http://politi.co/NhKc59>

**FIRST LOOK - HSR thinks big:** APTA is out with a new report today, conveniently timed for the World Congress on High-Speed Rail. The paper looks at HSR in four key areas - the Northeast, the Chicago area, the Northwest and California - over the next 40 years. With \$660 million in yearly benefits, there's \$26.4 billion worth of benefits on the line over the next four decades, the report says in its case for HSR. Check it out: <http://bit.ly/Mc7sxR>

**Battles ahead:** Fresh off a historic approval from the state legislature, the California High-Speed Rail Authority still has work to do. Farmers are claiming the first 60-mile fast-speed segment between Merced and Fresno endangers irrigation canals and bee pollination. Or, as Amanda Carvajal of the Merced County Farm Bureau puts it: 'It's going to be a long, long battle for the rail authority. ...We're lawyered up.' Gov. Jerry Brown recently backed off his plan to shield the project from enviro lawsuits. <http://on.wsj.com/MbrzMF>

**Meanwhile, in Congress:** Rep. Jeff Denham told MT on Monday that T&I is consulting with Oversight on looking into the project's federal dollars. Denham said there probably isn't any need to have two of the same hearings. "We're just trying to ask questions: Where's the money going to come from?" he said. With the money to start building, there's concern that no one has any idea where money to finish the project will come from. When might such a theoretical hearing take place? "Probably in September," Denham said.

**'Thank God':** DOT Secretary Ray LaHood and Gov. Brown took a HSR victory lap while touring the Port of Oakland on Monday. 'It's a jobs creator, and thank God we got it,' Brown said. LAT: <http://lat.ms/Me1mxX>

**FIRST LOOK - Previewing the future of TSA:** At the oversight committee hearing today on the future of the TSA, former senior TSA official and VP at Gephardt Tom Blank will lay out a three-pronged approach to reform the agency: "Consistency, credibility and currency," according to a prepared copy of his testimony obtained by MT. In addition to having the best technology available, Blank will emphasize that "the empowerment of the TSA's workforce of checkpoint supervisors to intervene in screening processes" to diffuse bad publicity will go a

long way toward preserving TSA's credibility. Blank will also suggest the TSA administrator position be at a level "an official of near equal status as the DHS Deputy Secretary," as originally envisioned. Why? "Rank does matter," Blank will say.

**ANOTHER FIRST LOOK:** The Global Business Travel Association puts out its quarterly business travel outlook. <http://politico.pro/OsMJal>

**MT SCOOPLET - Now introducing:** Rep. Lois Capps is introducing a bill (text: <http://1.usa.gov/MThtWK>) that would prevent rental car companies from renting out recalled vehicles and place limits on the sale of such vehicles. Her co-sponsors are Reps. Eliot Engel and Jan Schakowsky. Sen. Chuck Schumer has a similar bill pending in the Senate (<http://1.usa.gov/MTiuOw>), and Sen. Barbara Boxer has asked rental car companies to pledge not to rent out such vehicles. Schumer and Boxer are working on putting final touches on an updated bill, a Senate aide told MT.

**TUESDAY IS TERRIFIC.** Thanks for reading POLITICO's Morning Transportation, your daily tipsheet on trains, planes, automobiles and summer storms making things cool. If it moves, it's news. We'll take your anonymous tips, tidbits and more: [REDACTED] and [REDACTED] Twitter: @[AdamKSnider](#) and @[BurgessEv](#). More news: @[POLITICOPro](#) and @ [Morning\\_Transpo](#).

"The road becomes what you leave ..." <http://bit.ly/JPE4jC>

**LEFT ON THE CUTTING ROOM FLOOR:** Ken Orski has a comprehensive roundup of the Senate provisions left out of the transportation conference report. We all know the Bingaman amendments are out, but here's some of the lesser-publicized ones: the creation of a new National Endowment for the Oceans, Coasts and Great Lakes, the set-aside for the Job Access and Reverse Commute program and operational budget flexibility for transit agencies in areas with high unemployment. Orski has the full list of axed ideas and much more: <http://bit.ly/Na7afw>

**Back from the dead:** Though Sen. Frank Lautenberg tried his best to get his national freight strategy bill into the surface bill, it was left off. But Minority Whip Steny Hoyer is a fan and has included a House companion of the FREIGHT Act from Alberto Sires (H.R. 1338; text: <http://bit.ly/MbfUgQ>) in the House Democrats' "Make it in America" package. The bill includes grants for ports and freight rail and would also designate priority freight corridors. Rep. John Mica DID say he might have a new rail bill sometime this summer. Tomer Ovadia has more on Hoyer's pitch: <http://politi.co/MbmwvL>

**Want more?** Here's the full list of bills included in Hoyer's package: <http://bit.ly/MbmBjb>

**ON PAUSE:** The lull continues. The next primary votes will be counted on July 17 in three North Carolina congressional races, none of which will affect the T&I committee, which has already lost eight members. The week of July 30 is the big boy on the radar: The Georgia primary and Texas runoff on Tuesday, then the Tennessee primary on Thursday.

**VMT - YEAH YOU KNOW ME:** Why did Rep. Chip Cravaack offer an amendment to the transportation approps (transprops?) bill that forbids DOT from spending money on implementing or researching a vehicle miles traveled fee? "I have

constituents in rural districts. People travel 90 miles to work and for rural communities it's a killer," the Minnesotan told MT recently. "We have to think differently because we have more fuel efficient vehicles," he said.

Cravaack acknowledges the U.S. needs to find a new way to pay for infrastructure. But he doesn't like ideas to raise the gas tax or have drivers pay on a per-mile basis. Cravaack suggested energy royalties is a good place to start; the House's original plan would have funded transportation with 10 years of drilling revenues worth about \$4.3 billion, according to CBO. "We can take these royalties out of another area and not infringe on the average American," Cravaack said.

**LOCAL LEGACY OF TRANSPO BILL:** Now that the back-patting has slowed, lawmakers are evaluating both the practical and symbolic impacts of the transportation package. L.A. Mayor and former U.S Conference of Mayors President Antonio Villaraigosa told Jessica it would be "the catalyst for more bipartisan initiatives." The bill galvanized local officials, he said, perhaps one of its greatest legacies. "You had mayors and governors putting lots of pressure from outside the Beltway to do something," he said. But as to whether this signaled a shift in transportation priorities, Villaraigosa was less optimistic. "I'm not sure," he said. "It's too early to tell."

**CARDIN'S TAKE ON THE DEAL:** Sen. Ben Cardin told MT recently he's happy the transportation bill maintains some local control on transportation alternatives that came from the Cardin-Cochran amendment, which has been roundly derided by much of the smart growth community. Circumstances considered, Cardin said it could have been a lot worse. But they also could have been better. "By and large we were pleased the program was preserved. We knew that there were a lot of hostile elements, and we knew all the rumors that were going around. So at the end of the day we did a lot better than people thought we were going to do, but we would have liked to do better and we're going to continue to fight for it," he told MT.

## **THE AUTOBAHN (SPEED READ)**

- The Fla. primary between John Mica and Sandy Adams reaches a boiling point. Burgess gives Pros an early look: <http://politico.pro/NcBI0c>

- Maine's aging population presents questions about older drivers. PPH: <http://bit.ly/MT63SO>

- New York Gov. Andrew Cuomo's chief of staff will personally manage the \$5 billion Tappan Zee project. N.Y. Post: <http://nyp.st/Mbnyru>

- BART to test out letting bikes on rush hour trains. GGW: <http://bit.ly/PCdUVn>

- California did not buy into a French company's HSR proposal. LAT: <http://lat.ms/LC06tZ>

**MT POLL - To spend or not to spend:** Do you approve of California's plan to spend federal and state money on improving the state's rail system? Polling closes Sunday at noon. Vote and see results: <http://poll.fm/3smop>

**LOCAL CONCERN:** The D.C. Council is voting today on an amendment that cab alternative Uber claims will prevent it from bringing its lower-priced UberX service to the District. A \$15 minimum fare as prescribed by the amendment would allow

Uber's more limo-like service to stay legal, but it would make it difficult for the more modest UberX service to make its way here. Former RNC spox Doug Heye offers a popular opinion: "DC should embrace innovation & competition, not try to put @Uber\_DC out of business." And Rep. Jason Chaffetz tweeted that it's "hard to believe but D.C. Council may vote to keep your fares high." DCist has more: <http://bit.ly/Ng7rMP>

**Pro Trivia:** Today at 6 p.m. Pros, gather your team of four and RSVP to [REDACTED] to play along. Patrick Gavin and Tony Romm host.

**THE COUNTDOWN:** DOT funding runs out in 82 days, surface transportation policy in 813 days and FAA policy in 1,178 days. There are 119 days before the 2012 election and the 113th Congress convenes in 180 days.

**AMTRAK'S BIG PLAN:** Amtrak released an update to its 2010 vision for the Northeast Corridor, a massive \$151 billion blueprint that wraps together previous NEC and HSR plans. The long-term investment plan includes buying new Acela cars, bridge and tunnel replacement and eventual installation of dedicated high-speed tracks from Boston to Washington by 2040. Funding is still a question mark for the vision, according to studies cited, which find that "development of new federal funding mechanisms" will be needed. Read the report: <http://politico.pro/N9S3Tf>

**CABOOSE - Waiting on automated trains:** With driver-free cars coming to the U.S., what about driverless trains? They are found across the non-U.S. world from Algeria to Paris, so why not, say, Metro? Well the 2009 crash precludes that, as all the trains have been taken off Train Control anyway, which is the first step toward driverless. And New York? "Fuggedaboutit," writes Stephen Smith for The Atlantic. Until then, we can have headway envy for our friends in Vancouver, who get a train every five minutes, even at night. <http://bit.ly/Lba8Rc>

**CABOOSE #2 - Chomp, chomp:** We couldn't resist linking to this graffiti in D.C.'s eastern suburbs that depicts Pac-Man feasting on the dotted lane divider lines. <http://bit.ly/PBVDY9>

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email=[REDACTED]uid=F629461B-F07B-4D61-  
CDA75AC17312ED7F&alertID=22  
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**From:** [Pesante, Kiara \(Council\)](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Ansberry, Jennifer \(Council\)](#); [Catalino, Anthony \(Council\)](#); [Lopez, Anthony \(Council\)](#); [Benjamin, Aukima \(COUNCIL\)](#); [Smith, Dee \(COUNCIL\)](#); [Newman, Andrew \(Council\)](#); [Jeremy Faust](#); [Willingham, Jonathan \(Council\)](#); [Hubbard, Judy \(Council\)](#); [Pesante, Kiara \(Council\)](#); [Nettesheim, Margaret \(Council\)](#); [Orlins, Matthew \(Council\)](#); [Mudd, Jeremy \(Council\)](#); [Martschink, Tree \(Council\)](#); [Handsfield, William \(Council\)](#)  
**Subject:** Press | July 10, 2012  
**Date:** Tuesday, July 10, 2012 6:58:58 PM

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## **Cheh Clips**

### **July 10, 2012**

[The Washington Post – Cheh proposes requiring Pepco to bury power lines \(CMMC Mention\)](#)

[The Washington Post – Final vote on D.C. taxi overhaul set for today \(CMMC Quoted\)](#)

[The Washington Post – D.C. Council delays action on Uber fare regulation \(CMMC Quoted\)](#)

[The New York Times – Uber, Maker of Summon-a-Car App, Wins in Washington \(CMMC Mention\)](#)

[The Hill – Luxury car app scores victory against DC fare regulation \(CMMC Mention\)](#)

[ABC 7 – VIDEO: Uber fare minimum dropped until November \(CMMC Quoted\)](#)

[WTOP – Start-up company gets a big boost from D.C. Council \(CMMC Mention\)](#)

[Greater Greater Washington – In Uber fight, Silicon Valley and Washington philosophies cash \(CMMC Quoted\)](#)

[The Washington Examiner – Uber enthusiast Rep. Chaffetz pleased at D.C. Council's reversal \(CMMC Mention\)](#)

[The Huffington Post – Mary Cheh Withdraws Uber Amendment From Taxi Reform Legislation \(CMMC Story\)](#)

[In The Capital – Why You Should Be Confused on the UberDC Issue \(CMMC Mention\)](#)

[DCist – Cheh Shelves Uber Amendment After Backlash from CEO and Customers \(CMMC Story\)](#)

[DCist – Livery Lobby: Uber's Rapid Response on Proposed Amendment Overwhelmed the D.C. Council \(CMMC Mention\)](#)

[DCist – D.C. Legislator Proposes Bill That Would Facilitate Burying Power Lines \(CMMC Story\)](#)

[DCist – Mendelson Prepared for Emergency Session Should Surprises Come During Council Recess \(CMMC Mention\)](#)

[The Washington Post – Breath tests for drunken-driving suspects could resume next month in D.C.](#)

[NBC Washington – Gray Campaign Aide Admits to Shadow Campaign](#)

## **The Washington Post – Cheh proposes requiring Pepco to bury power lines (CMMC Mention)**

By Tim Craig

D.C. Council member Mary M. Cheh (D-Ward 3) introduced a proposal Tuesday that would



require Pepco to bury more power lines underground to try to avoid a repeat of the [widespread power outages](#) that hit the District 10 days ago.

Cheh's proposal, which drew several co-sponsors, would create a commission to identify where in the city power lines could be buried. The installation of the power lines would be paid for through a 4 percent assessment on residents' electricity bills.

"This isn't the first time we have had a problem like this," said Cheh, noting power disruptions during snowstorms in 2011 and 2010. "Pepco promised to do better, but more is needed.

Cheh said underground power lines would put them out of reach of the robust tree canopy in many District neighborhoods while avoiding debates about whether trees should be trimmed to avoid disruptions.

Representatives from the council, mayor's office and Public Service Commission would make up the commission that would decide where power lines should be buried.

Council member Yvette Alexander (D-Ward 7), whose committee has oversight over Pepco, is teaming up with Cheh to try to push the bill through the legislative process.

Council member Jack Evans (D-Ward 2) also introduced a separate proposal Tuesday to try to force Pepco to install more lines. Evans's proposal would require Pepco to come up with feasibility plan by the end of the year on how it plans to bury power lines in the city.

"I think we are long past time of study, we should bury power lines," Evans said. "Most of the city who have above power ground lines lost power while most people who didn't, didn't lose power."

Evans, chairman of the Committee on Finance and Revenue, said Pepco estimates it would cost \$5 billion to bury all the power lines in the city.

"It's a \$5 billion cost, but \$5 billion is something we have dealt with in the past," Evans said.

On Friday, the Committee on Public Services & Consumer Affairs will hold an oversight hearing on Pepco's response to the storm in the District.

Original story posted [here](#).

## **The Washington Post – Final vote on D.C. taxi overhaul set for today (CMMC Quoted)**

By Mike DeBonis

A [eight-month legislative sprint](#) toward taxi reform is set to cross the finish line later today, when the D.C. Council will take a second and final vote on the most expansive overhaul the local taxi industry has seen in nearly three decades.

The reform bill's lead sponsor, **Mary M. Cheh** (D-Ward 3), said she has wrapped up [a few loose ends](#) and is confident the bill will pass, paving the way for a [host of improvements](#) ranging from mandatory credit card readers to a uniform paint color for cabs that could begin to appear within months.

The reforms got a major boost last week when the Office of the Chief Financial Officer certified that there is in fact money available to pay for them. That is, there *will be* money once the D.C. Taxicab Commission approves a 50-cent-per-ride surcharge expected to generate up to \$9.9 million yearly. Previously the CFO's office had hesitated to sign off on the surcharge revenue, expressing uncertainty about how it would be tracked and collected. But that changed last week after the commission inked a \$35 million contract to lease new "smart meters" from [VeriFone Systems](#).

That deal solidified the finances, and for the most part the fiscal implications of taxi reform appear to be worked out. Lawmakers and Mayor **Vincent C. Gray** (D) said Monday they've also identified funding to install the meters in 6,500 city cabs free of charge — meaning drivers won't be on the hook for the \$200 to \$500 it costs to install them.

But not all is hunky-dory. Various parties have different grievances, some of which might be addressed in the bill, some of which might not:

**Independent cab drivers and smaller cab associations:** Several hundred taxi drivers affiliated with the Small Business Association of D.C. Taxicab Drivers picketed outside the John A. Wilson Building Monday morning holding signs with slogans like "No war on independent cab drivers" and "D.C. Gov. wants to charge you .50 cents to spy on you." But **J.R. Clark**, the lobbyist working on the SBA's behalf, said Monday the group isn't opposed to the whole bill, only certain provisions — particularly the provision that would allow cabs to be tracked by GPS. Clark said drivers are against real-time tracking by taxi regulators but would be willing accept a compromise giving them access to trip data a week afterward. Cheh said she was open to compromise; a package of amendments she circulated with colleagues Monday would require the GPS tracking system to be on only when a driver is actually transporting a fare. A further compromise may be on offer today.

**Uber:** Cheh's amendments also would address another main driver concern: Uber, the smartphone-dispatched luxury car service. To placate drivers concerned that Uber might undercut them on price, Cheh is proposing to set the minimum "sedan class" fare at five times the taxi drop rate — currently \$3. But that has vexed Uber and many of its customers. While the \$15 legal minimum would match Uber's own current per-trip minimum, the company has recently moved to [roll out a lower-priced service](#) in other cities. The \$15 floor, [Uber argues](#), would prevent such a service in D.C., thus "handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price." The company has urged its customers to object; some, [including at least one congressman](#), have made their displeasure publicly known. Cheh sent a note to colleagues late Monday playing defense against Uber's claims: "I have met with Uber many times, negotiated in good faith, and believed that I had reached an agreement with them last week," she wrote. "I am deeply disappointed that Uber has decided that it no longer supports this amendment that we negotiated in good faith." Uber CEO **Travis Kalanick** [responded on Twitter](#) that his company "got strung out" by Cheh and called the amendment a "price-fixing scheme." **[UPDATE, 10:50 A.M.:** Cheh said she will not be offering the Uber price-floor amendment, pending a hearing later this year.]

**Larger cab companies:** Larger industry players have previously pushed for a medallion system with a strict cap on cab supply, and they continue to do so, with the help of [their lobbyists](#). Organized as the “Taxi Drivers and Fleet Owners Coalition,” the group maintains the only way to effectively finance service improvements is to limit the number of cab licenses, giving the holders of those licenses equity sufficient to secure private loans. But aside from a couple of members, there’s no stomach on the council for medallions, and the deal as currently structured appears to have addressed most costs. Still, concerns remain: Most seriously, under its latest iteration, the bill mandates that fleets make 20 percent of their cabs wheelchair accessible by the end of 2018. Fleet owners find that mandate most burdensome, noting a wheelchair-accessible van can cost upwards of \$40,000 while the usual police-surplus sedans can be had for only a few thousand dollars. A letter delivered Monday to Gray and council members says the reform bill will “put individual owners and local fleet owners out of business.” Cheh and the Taxicab Commission have contemplated a system of grants or low-interest loans for wheelchair-accessible cab acquisition using the \$1 to \$2 million a year in anticipated surplus surcharge revenue, and talks are underway to perhaps secure funding from WMATA by helping to supplement MetroAccess service. But this remains the loosest of the loose ends in the bill.

**Losing bidders:** While VeriFone won the “smart meter” sweepstakes, at least one of its competitors isn’t taking its loss lightly. Representatives of [Creative Mobile Technologies](#) walked the Wilson Building halls Monday trying to convince council members that their deal would be best for the city and that the VeriFone contract award should be rejected. **George Lowe**, a lobbyist representing CMT, said his client has concerns about the contracting process and is planning an formal appeal. Among other things, the company is arguing that the city left significant cash on the table by opting for VeriFone and that the CMT bid was the only one with significant local business participation. As any close follower of the council knows, a lack of local “certified business enterprise” inclusion can be a deal-breaker for some council members — expect to hear about it on the dais today. But Taxicab Commission Chairman **Ron Linton** said Monday he’s confident the city got the best deal with VeriFone. About CMT, he said, “they weren’t the lower bidder, and they weren’t the best technically.” And he said the meter installers and servicers under the VeriFone contract will continue to be the [same local businesses that currently service D.C. taximeters](#).

Original story posted [here](#).

## **The Washington Post – D.C. Council delays action on Uber fare regulation (CMMC Quoted)**

By Tim Craig

D.C. Council members will not move forward on Tuesday with a controversial proposal to set minimum fare for a popular luxury sedan car service, a major victory for Uber and their consumers.

In a legislative and political dance that resembled the pressure council members faced over street cars two years ago, Mary M. Cheh (D-Ward 3) said the council will instead examine how to regulate Uber this fall.

As part of a [comprehensive overhaul to the taxicab industry](#) set for a vote Tuesday, Cheh included language mandating that Uber set a minimum fare no less than five times greater the starting price for a cab ride. That would have mandated a minimum fare for Uber of about \$15, the price currently used as a base fare.

But Uber, a Los-Angeles based company with a loyal base of customers locally, resisted the proposal. The company provides smart phone dispatched limousine service, which has become popular with young professionals.

The [company repeatedly e-mailed](#) clients in the District, who in turn flooded council offices on Monday with letters and phone calls in opposition. U.S. Rep. Jason Chaffetz (R-Utah) also Tweeted his opposition to the legislation.

Cheh said the provision was needed to make sure Uber and other car-sharing services do not “undercut” the city’s taxi cab industry.

“They are premiere service and the taxi drivers had concern, which is not diminutive, that there be some requirements that they simply could not be a taxi service by another name,” said Cheh, noting that the District has regulated taxis for decades.

But several of Cheh’s colleagues said they worried the council was over-regulating the company and stifling consumer choice.

“I use the service and think it’s a great one,” said Council member David A. Catania (I-At large), adding that he recently called Uber after deciding he didn’t want to wait outside for a cab in Columbia Heights. “Our customers are not the taxi cabs, our customers are the residents . . . I didn’t take an oath of office to support the taxi cab industry.”

After Council member Jack Evans (D-Ward 2) said he would move an amendment to strip the minimum-fare requirement from the bill, Cheh agreed to put off the debate until the fall.

Cheh, who heads the committee with oversight over transportation issues, plans to convene a hearing on the issue in a few weeks. The decision to delay the bill underscores in part the growing influence of newer residents and social media in swaying debates on the council.

Two years ago, when then-council chairman Vincent C. Gray (D) attempted to delay funding for the H Street streetcar line, the council was inundated with a flood of Tweets and e-mails from those who opposed the move. Gray, who was running for mayor at the time, quickly reversed his stance.

When the council debates the Uber fare issue, Council member Kenyan McDuffie (D-Ward 5) expects a spirited discussion.

“It’s difficult to get a cab where I live, in Ward 5, so people use (Uber) and it’s popular,” McDuffie said. “But cabs have to jump through all these hops and be regulated.”

Original story posted [here](#).

## The New York Times – Uber, Maker of Summon-a-Car App, Wins in Washington (CMMC Mention)

By Brian Chen

Uber, the San Francisco start-up company, uses a clever algorithm to summon a car quickly with a smartphone app, but it had trouble outmaneuvering the politics of the City of Washington. After six months, the company has finally won a battle with the city, which had been trying to deem its service illegal.

The City Council of the District of Columbia on Tuesday afternoon [passed a legislative amendment](#) that formally legalized sedans like the ones that Uber's car-service partners use. The bill will permit Uber to do business without regulation until the end of the year, when the legislation will need to be revisited.

That's a sharp turn of events from Monday, when the City Council discussed a legislative amendment that would have fixed the prices of fares for sedans so that they would be five times the minimum cost of cabs. The author of that version of the amendment, Councilmember Mary Cheh, withdrew the legislation on Tuesday morning during a social media rally started by Travis Kalanick, Uber's chief executive. He [urged customers to sign a petition](#) and send e-mails to council members to protest the amendment. The company's customers sent [thousands of e-mails](#). DCist, a news blog that covers the city, [reported the news](#) earlier.

Later on Tuesday, a new version of the bill was introduced by Councilmember Jack Evans and co-sponsored by three other members. This amendment allowed businesses like Uber to be exempt from regulation, and it did not include language about the minimum fare:

For the purposes of this subsection, a business that uses a mobile phone application to connect its users to sedan service shall be exempt from regulation by the commission, including the fares charged by the business, provided that: (1) an estimated fare is available to the user when the application is used to book a sedan; (2) the method for calculating the fare structure is provided by the business to the user of the mobile application prior to booking a sedan; (3) upon completion of the trip, the customer is provided a receipt that lists the pick-up point, drop-off point, and total fare paid; (4) the business providing the mobile application uses sedans that are licensed.

If passed, Ms. Cheh's version of the amendment would have prevented Uber from eventually starting its [new program, Uber X](#), which offers hybrid vehicles at a lower price, in Washington.

"We brought real thunder in 18 hours," Mr. Kalanick said in an interview. "We gave a lot of constituents a voice, people who would never have been heard before."

Uber's fight with the district dates back to January, when the city conducted a sting operation that led to the ticketing of an Uber-using driver. Ron Linton, chairman of the city's taxi commission, who led the sting, said Uber had broken rules by trying to be both a limousine service and a cab service.

Original story posted [here](#).

## **The Hill – Luxury car app scores victory against DC fare regulation (CMMC Mention)**

By Jennifer Martinez

In a victory for smartphone app Uber, the D.C. City Council on Tuesday shelved a proposal that would have set a minimum fare for the luxury car service.

The amendment authored by D.C. councilmember Mary Cheh would have established a price floor that required Uber to set its minimum fare at no less than five times the base price used for taxis.

Cheh made the [abrupt](#) decision to put aside the amendment after receiving pushback from Uber and other members of the City Council.

Uber [argued](#) that the proposal would have prevented its car service from being an alternative to taxis in D.C. and the council's intention was to safeguard the city's taxi industry. The current minimum fare for Uber is \$15.

The San Francisco-based company's fight against the amendment got a boost when Rep. Jason Chaffetz (R-Utah) [tweeted](#) his opposition to the proposal.

While Uber may have won the fight this time around, Cheh is still mulling whether to bring up the amendment during a later legislative session, according to [DCist](#).

The Consumer Electronics Association lauded the shelving of the amendment, saying the city's lawmakers should be encouraging new business models like Uber rather than stifling them.

"Uber represents the type of innovation lawmakers should embrace, not stifle; Uber's business model should be encouraged, not prohibited," said CEA Chief Executive Gary Shapiro.

"Legislating higher prices and fewer choices for Washington-area residents and visitors is atrocious public policy for the D.C. City Council, and would harm the region's growing reputation as a livable and business-friendly city."

Uber is a popular smartphone app that allows people to reserve a private car transportation service.

Original story posted [here](#).

## **ABC 7 – VIDEO: Uber fare minimum dropped until November (CMMC Quoted)**

By Stephen Tschida

The battle that has pitted city leaders and established taxicab services in the District of Columbia is being put off until November.

D.C. Councilmember Mary Cheh announced Tuesday morning that she's pulling legislation that would have put a minimum on fares for the Uber car services, ABC 7 and WTOP's Mark Segraves reports.

Saying that she is "flabbergasted but flexible" on the car service that has risen in popularity across the city, Cheh says that the council will revisit the fare minimum as standalone legislation later this year.

The move can be seen as a victory for Uber and its supporters, whose public outcry garnered attention from city leaders. The move by the D.C. Council would have installed a \$15 minimum on Uber's services in the city.

It seems you see a lot of taxis in D.C. - just not when you need one. That's where Uber comes in, along with a smart phone app that allows you to track the luxury limousines.

"You couldn't ask for anything better," Uber passenger Mike Needham said. "It's an air-conditioned limo on a 103-degree day.

Needham uses Uber's services to get around the city. He's not too thrilled with the council's consideration of a mandate on what Uber can charge him.

"I think it's outrageous. How can the city council tell me what I have to pay?" Needham said.

Uber's service is booming in cities across the country. It arrived in D.C. in December with hundreds of limos. A fare minimum is something the company hadn't run into, though, until it got to Washington. The fare minimum would have roughly been five times the base fare for a taxi.

Uber is considering introducing Uber X Hybrid service in the city, which would cost less, but the council's actions could have killed the move.

"A \$15 price minimum means that there are people who don't ride with us today who would ride with us if they were at a lower cost," Uber D.C. GM Rachel Holt said.

D.C. Councilmember Jack Evans said, "I received over 5,000 e-mails from people who use this service."

Some Council actually attested to the merits of Uber.

"Uber's an exciting new service that is offered to the residents of our city. It is one that I have used, and I believe that, you know, it is one that will be increasingly used," Councilmember David Catania explained.

The flood of complaints from Uber customers prompted council to reconsider - at least for now.



Uber thinks it is in a better position to set its price than the city government, but cab drivers think council is heading in the right direction.

*ABC 7/WTOP's Mark Segraves contributed to this report.*

Original story and video posted [here](#).

## **WTOP – Start-up company gets a big boost from D.C. Council (CMMC Mention)**

By Adam Tuss

A rising car service company scored a big win in the District Tuesday.

The D.C. Council was scheduled to consider legislation that would have set a price floor for the innovative car service company called Uber. But after intense pushback, the measure is being shelved until the fall.

The issue is boiling over, pitting D.C.'s cab industry against a start-up company that has taken off.

Uber works by having members register and submit their credit card information. The user can then access an iPhone or Android app to locate the closest vehicle for a ride. Within minutes, Uber says a licensed, polished, black sedan will pick up the rider.

The difference is that Uber costs a bit more than traditional cab service. But the hook for the company is the predictability of getting a ride.

Councilmember Mary Cheh (Ward 3), planned to introduce a measure Tuesday that would have set the minimum fare for a Uber trip at no less than five times the drop rate of a D.C. cab, or about \$15.

That price floor measure upset Uber, which says it could have hurt plans for other future low-cost services in the city.

"What it means is that ultimately as we introduce new products and services, there will be no opportunity for our products to ever get below their current prices," says Rachel Holt, General Manager for Uber, D.C.

"It just means folks in D.C. are going to lose out on the potential of us introducing lower cost products."

The current minimum cost for a trip using Uber is \$15.

Cheh says the Uber legislation will now be considered as a standalone bill.

Original story posted [here](#).

## **Greater Greater Washington – In Uber fight, Silicon Valley and Washington philosophies clash (CMMC Quoted)**

By David Alpert

Councilmember Mary Cheh (Ward 3) stepped into a firestorm yesterday when [car service Uber claimed](#) that the council was about to forbid lower prices for its service. This fight resembles so many policy debates around technology, because it's a choice between two fundamental philosophies.

Should a market have a number of rules which define ahead of time what companies can do, or should it create space for companies to try innovative things, knowing that many will fall amid competition? From Uber to patents to telecom policy, this is perhaps the central debate in technology policy today.

Cheh probably thought she was helping Uber. The company and DC regulators are [embroiled in a dispute](#) about whether the service is legal. That's because "black car" sedans can pick up passengers, but only to transport them for fixed fares determined ahead of time. Want to charge a rider by time and distance at the end of the ride? Then you're a taxi and have to charge set taxi rates, say DC regulators.

Uber claims their service is legal. Cheh's amendments would have made it unambiguously legal, but only so long as the service charges 5 times the price of a taxi for the "flag drop," the initial amount on the meter at the start of a ride. Perhaps not surprisingly, Uber's flag drop charge was exactly 5 times the current taxi flag drop fee.

The political details have been [reported widely in the press](#). Uber members flooded Council inboxes, and Jack Evans claimed to have received 5,000 emails. A number of councilmembers, like David Catania, said they didn't want to be setting policy around protecting the taxi industry, while Marion Barry stood with taxi drivers.

Cheh decided to pull her amendments to give her a chance to rework them, likely in consultation with Uber. She said she did consult with Uber and thought they had a compromise; Uber's CEO says they never agreed to this language.

This story is a classic case of Silicon Valley meets Washington, even more literally than usual. Many startup companies encounter the world of laws, lobbying and legislation and find the culture gap baffling. It's not just Congress (which, for that matter, steps all over the District of Columbia government all the time); it's state legislators too, like the California state senators who tried to ban Gmail when it came out.

Often in these kinds of cases, everyone means well. Cheh is one of the Council's most thoughtful members and a strong supporter of transportation choices. She's no enemy of innovation; her staff organized a ride in Google's self-driving car and she raved about the experience.

**The permission model or the innovation model?**

But there is still a culture gap here. Specifically, there are two ways of thinking about how business meets law: the permission model and the innovation model. In one, there's some gatekeeper that has set out a list of things you can do and things you can't. If you want to do something different that nobody has done, you can get permission from that gatekeeper to allow it, if it has enough merit and/or you have enough influence. In the other, you can do what you want, unless it's so harmful that someone takes action to stop you.

Neither model is really purer or more original than the other. Some businesses have always worked according to one type, others in another. Mercantile England gave charters to companies to settle and trade in the New World. And the gatekeeper is not always the government. For instance, food marketing has always been more of a permission model: in order to get anyone to sell your new food, you have to get grocery stores to give it space on shelves, which generally means paying them.

Television has also always been a permission model. The first television networks got the rights to broadcast on certain frequencies from the government, which was the gatekeeper deciding which companies could be broadcasters and which couldn't. But when cable came along, the cable companies became the gatekeepers, and now they negotiate with channels about carrying their content or not; periodically, these negotiations spill out publicly when a channel runs ads saying that a cable company is going to cut off customers' access to that content.

Zoning converted an innovation model—you could build whatever you wanted—into a permission model where you have to get the okay from a zoning board to build something outside set parameters. The early frontier was more of an innovation model, where land was just about free and you could go set up a farm without having to buy someone else's land first.

### **The innovation model built Silicon Valley**

Silicon Valley enjoyed the innovation model for a very long time. The Internet and protocols like TCP/IP and email, developed by academics, allowed anyone on one system to connect to any other system and share information. People could build websites that didn't need to get permission from the equivalent of the cable company. AOL and similar services had a more cable-like online offering at first, but the open Internet won out because users preferred it.

That's starting to change in a few ways. One is that fewer cable and phone companies control access to subscribers, and are starting to try giving some favored applications more privileges, especially to get around data caps, than others. A second is patents.

Patents turn an innovation system into a permission system by carving up the space of possible things you could do but haven't yet, and giving them to anyone who comes along and pays a fee to grab that piece of idea land. Patents don't stop someone from building a product, but they do force them

to check with everyone who has patents in the area first and get their permission.

That impedes someone from building a better website that effectively competes with an existing one. It even stops organizations like transit agencies from doing the mostly-obvious, like letting riders track trains and buses in real time, because a "patent troll" has the patent and wants to extract money from anyone stepping nearby.

A number of technology/policy/economics writers, like Tim Lee, have been talking about the destructive effects of patents for some time, but running into resistance from an interesting quarter: lawyers. It seems that most lawyers, accustomed to the world of law where everything is set up with a rule, find the permission system of patents more familiar and comfortable than the innovation model. The problem is, familiar doesn't mean good; patents are slowing down Silicon Valley and favoring large, established companies.

### **Uber brings the innovation model to permission-oriented taxi regulations**

What does this have to do with Uber? The Cheh amendment seems to be a standard regulatory approach. Uber may be illegal now. Pass a law that lets them do what they are doing. But to minimize the impact, limit the law to only let them do what they do now, and not just anything; if they want to do something else, maybe there can be another law.

Uber is coming at this from the Silicon Valley angle. Just do something and see if people like it. If they do, grow it. They understandably chafe at being given a box that circumscribes their existing business model but also walls off potential future directions they might evolve.

Riders also don't benefit from these rules. If Uber can compete with taxis, why not? Most people feel taxis could be a lot more comfortable, have better technology, and be safer. Giving riders more choices could mean some taxi companies thrive and others go out of business. That's competition, and it's healthy.

Cheh's bill also tried to address these taxi problems. It included provisions to force taxis to upgrade their equipment, start taking credit cards, and more. But it went about that, again, in a regulatory way. Rather than setting some standards (or just encouraging competition), it gave an exclusive contract to one company to put one set of technology in all cabs. That doesn't foster as much innovation as the alternative since the winner has the exclusive right to make the only product in this space.

The best way to improve taxis is to help riders find the best ones. Smartphone apps can start to do this and more and more people across the income spectrum are starting to have smartphones. As [I recommended in a Post op-ed in January](#), let's allow any company that meets certain minimum requirements to pick up customers who phone in or use a smartphone app. Hailing a cab on the street can keep working like it does today.

The one necessary element is to demand that each competing company publish its rates ahead of time in an open format. Then, riders can use one of many apps (which can themselves compete) to compare taxi rates and pick a cab company.

It's not the regulatory, permission-based way of solving the problem, but it's the one that will foster the most competition, innovation, and value for riders.

Original story posted [here](#).

## **The Washington Examiner – Uber enthusiast Rep. Chaffetz pleased at D.C. Council's reversal (CMMC Mention)**

By Jenny Rogers

Rep. **Jason Chaffetz**, R-Utah, joined droves of Washingtonians on Twitter Monday in support of local car service Uber. The company had launched an online campaign against a D.C. Council bill that would have set a base fare for Uber rides at five times that of taxis. After thousands of emails and calls poured into the council, **Mary Cheh** pulled the amendment related to Uber from the bill on Tuesday.

"I appreciate the council woman pulling them back," Chaffetz, a self-described "big fan" of Uber, told Yeas & Nays. His stance is part free-market principle ("competition makes everybody better") but mostly, Chaffetz wants to have a ride when taxis are in short supply.

"If I walk outside the Capitol and there's a taxi, great," he said. "But if it's raining or it's late at night, there's nothing better than Uber." The freshman member of the House doesn't have a car and typically gets around town on Metro or his bike. He learned about the car service from a member of his staff and is now preaching the Uber gospel to his fellow members.

Chaffetz describes his interaction with the D.C. Council as "little to none" and learned about the Uber drama the same way D.C. locals did: Twitter. His tweeting in support of Uber was done as a resident of the city. "We're some of the local people, for the time," he said.

Original story posted [here](#).

## **The Huffington Post – Mary Cheh Withdraws Uber Amendment From Taxi Reform Legislation (CMMC Story)**

If there's anything that will prompt District of Columbia Council members to act fast on something, it's a sudden inundation of angry emails and phone calls to their offices.

Heading into Tuesday's council breakfast, members grumbled about the flood of emails that had come into their offices in support of [Uber](#), the popular app-enabled town car service that has [run into trouble in recent months](#) with city regulators.

As DCist lays out in full detail, [Uber decried an amendment proposed by Mary Cheh \(D-Ward 3\)](#) that the car service said was being pushed as a measure to stifle its business. On Monday night, [Uber urged its loyal users to contact members of the D.C. Council](#) to stop Cheh's amendment. It worked. Cheh, according to DCist, withdrew her amendment after an intense barrage of constituent communication.

As DCist reported, "several members mentioned that since [Uber CEO Travis] Kalanick's email went out, they were inundated with impassioned emails from Uber customers. Jack Evans (D-Ward 2) said he has received more than 5,000 notes."

It's not a new political tactic. Councilmembers have backpedaled or shifted course plenty of times before on controversial issues when their inboxes start overflowing.

In 2010, councilmembers working on the city budget were flooded with [thousands of emails from health club and yoga enthusiasts](#) after word spread about a proposal to tax health club memberships.

During the same budget cycle, public transit supporters flooded the D.C. Council with pleas not to [cut funding for the H Street-Benning Road streetcar line](#). Within hours of [an intense campaign organized by Greater Greater Washington](#), then-D.C. Council Chairman Vincent Gray (D), who was running for mayor, reversed his stance and found a new way to fund the streetcar program.

Original story posted [here](#).

## **In The Capital – Why You Should Be Confused on the UberDC Issue (CMMC Mention)**

By Carl Pierre

Yesterday afternoon, I was surprised when I opened up my inbox to find [an email from Travis Kalanick, CEO and Co-founder of Uber](#). Well, lets pump the breaks, I'll get back to that in a sec.

Let's first start with a good question: What is Uber? For those unfamiliar with this San Francisco-based startup, [Uber](#) is a new transportation service that has found an innovative way of connecting riders with luxury sedan drivers that find themselves with spare time between pick-ups. By creating an app that facilitates the transportation services of these drivers and prospective customers, Uber can provide a high-quality of experience for riders that need to get from point A to point B, don't mind paying a little

more than a taxi cab (about 1.5 to 2 times more), and enjoy the creature comforts of looking like a baller who rolls around in private town cars. The drivers benefit because instead of just sitting around waiting for their next client that their parent limo service has them scheduled to pick-up, they can turn the app on and find local folks who are willing to pay them for their time they would have otherwise have spent doing nothing (assumedly nothing that is). Uber takes a cut, customers get reliable service for a little more, and drivers are converting wasted down time into money.

Brilliant?

Yup, pretty damn innovative, no arguments there.

The problem that arises with this service is that it is so disruptive that it fails to conform to the normal standards and categories of a normal transportation service. Is it a luxury sedan service, or is it a taxi service? It's nebulous definition has landed it in some hot water in the past few months, specifically when Uber opened it's services in D.C. and were confronted by D.C. Taxi Commission Head, Ron Linton, who asserted that [the company failed to operate to the laws and regulations set forth by the city](#). According to Linton, Uber's pricing model, which uses a \$7 base charge with an additional \$3.25 for every mile and 75 cents for each minute a car is hired, is not congruent with the laws set forth by the D.C. Taxi Commission's approved meter rates.

Fine, true.

But is Uber a taxi?

Well, the company would argue that it's not, therefore it's not subject to these rigid standards. Council Member Mary Cheh also seems to agree with these views, a major reason why [she was one of the first on the D.C. Council to come to the company's aid a few months back](#) when the threats started flying regarding Uber's legal ability to operate in the District. They have been able to carry on with their service with the understanding that taxi laws will have to be amended to take account their presence in the city, so it seemed like a victory for Uber, Mary Cheh, and luxury sedan fans everywhere (including myself).

Then we come to now, and that email from Travis.

Apparently, Uber has been ready to roll out a new service in D.C. that will offer the choice of hybrid cars in lieu of luxury sedans that will be offered at a lower cost than their normal rates, under the new moniker of [UberX](#). Sounds spicy, sounds cheaper, and it sounds environmentally friendly, three things D.C. folks tend to be really into. Unfortunately, in this email, Travis indicates that this new service won't be realized in our fair city due to the actions of our Council Members:

*The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and **no less than 5***

***times a taxi's minimum fare.** Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high – but the goal is essentially to protect a [taxi industry](#) that has significant [experience](#) in influencing local politicians.*

Much to my chagrin, I was horrified to find that the D.C. government was yet again enforcing some archaic law to put out what is clearly an innovative new form of transportation. I mean, why would my government make it mandatory for a company to charge me more when they want to charge me less? Clearly, this was some sort of un-American bureaucracy that violates the very definition of living in a laissez-faire, capitalist economy.

To dig into the matter further, I hit up the Twittersphere to see if I could find some more deets on what the dastardly Council was up to. Then I came across [this DCist article written by Dan Macy](#) who outlines the proposed law in question quite thoroughly, being kind enough to even include the actual “Uber Amendment” in a convenient Scribd document so I could read it for myself.

This is where even more confusion kicks in: this law was written in by Mary Cheh.

Wasn't she the Knight in Shining Armor who valiantly stepped forward to Uber's aid during the whole 'Linton' situation? Bewildered and even further vexed by the situation, I read the amendment thoroughly. Then I read it again. Then I conferred to my Politics expert, Kate Tummarello, who also read it because sifting through thick, ugly legal jargon is about as appealing as eating a bowl of mayonaise, and misery loves company. With that said, I think we were able to decipher the major points in the new “Uber” Amendment, specifically from their “Explanation and Rationale” section:

- This section would clarify how sedan services operate.
- Sedans would be required to charge a minimum fare of 5 times the drop rate for taxicabs.
- Sedans would be required to charge time and distance rates that are greater as those for taxicabs.
- These requirements would ensure that sedan service is a premium class of service with a substantially higher cost that does not directly compete with or undercut taxicab service.
- This section would also clarify that businesses that connect passengers to sedans are exempt from regulation so long as they provide an estimated fare, disclose rates, provide a receipt, and use sedans licensed by the Commission to operate in the District.

So what I got from this is that Uber has been allowed to operate because their rates are so high that they won't undercut normal taxicabs or compete with them, one of the primary



concerns from other taxi companies. Fine, that's cool, all they had up to this point was balling private cars that are more expensive than taxis, so no competition therefore no sweat.

It would seem that any normal, rational person in Mary Cheh's shoes would agree that this new amendment was essentially the understanding that herself and Uber came to when they clashed head-to-head with Linton a few months ago.

But then there is this whole UberX ordeal, which has conveniently rolled out days before this new amendment was put into place. According to [DCist who spoke with one of Cheh's spokesmen](#),

*Cheh said the amendment was hammered out by every interested stakeholder: 'We worked with Uber and all the parties. Our intention was to make it so that Uber could continue to operate and we think we have that in this amendment.'*

Um, so...what the hell just happened?

So, we circle back to my confusion in convenient, numbered bullet points:

If Uber was working with Cheh and other interested parties, clearly they saw this amendment coming and realized that this nifty "UberX" concept would conflict with the proposed law. Why are they acting like they were blindsided by it, and why would they dispute this the **DAY** before it gets signed into law?

Wouldn't UberX be directly competing with taxi cabs since they are neither luxury sedans or charging more than a normal taxi (in fact they may even charge less, unconfirmed)?

I get that they are directly competing with cabs, but what's wrong with charging less? Wasn't this country founded on the idea of a competing market and that better service means better business?

Did Uber pull this stunt just so they wouldn't have to go through the same taxi regulations and expensive barriers to entry that most companies endure for years? Um, shenanigans?

Is it fair for other taxi companies that have endured the ridiculous, expensive, and circuitous laws and regulations the city has set in the past, and Uber gets to skip all of that under the guise of not being 'technically' a taxi company?

Okay, I know that's a lot, but let's get a few things straight: I freakin' love Uber, I love their service, and what they offer is brilliant. I love the idea of having a cheaper service that is iPhone compatible and is much more reliable than current taxi companies so yeah, UberX gets me antsy in my pantsy. Yes, I recognize the state of the city's current taxi service is in shambles and is at best, laughable. Many drivers are rude, rides are more expensive than they should be, and many blatantly ignore rules and regulations to take advantage of riders and tourists.

Things have to change, but surreptitiously skipping laws and procedures on nebulous technicalities is wrong, especially when normal law-abiding taxi drivers have to spend the time and resources conforming to those laws, no matter how awesome of a transportation service you are. So again, I have to reiterate, I am confused, I have questions, and I am under the firm belief that nobody knows what the hell is really going on.

Original story posted [here](#).

## DCist – Cheh Shelves Uber Amendment After Backlash from CEO and Customers (CMMC Story)

By Ben Freed

At a breakfast meeting with her colleagues today, Councilmember Mary Cheh (D-Ward 3) reversed her plans to introduce an amendment to the taxicab modernization bill that would, among other things, put into legislation new "sedan-class" rules that would effectively bring the upscale livery service Uber into compliance with D.C. regulations.

Cheh's decision comes in the wake of a rampant backlash to the amendment, which Uber CEO Travis Kalanick [denounced yesterday as a mandated price floor](#) in an email to his customers. At today's D.C. Council breakfast, several members mentioned that since Kalanick's email went out, they were inundated with impassioned emails from Uber customers. Jack Evans (D-Ward 2) [said he has received more than 5,000](#) notes.

The amendment would have mandated that luxury sedan services charge no less than five times the minimum of the \$3 flag drop collected by standard taxicabs on rides that are measured by time and distance. Uber's pricing model includes a \$7 base fare plus \$3.25 for each mile traveled and 75 cents for each minute a car is hired, with a \$15 minimum for all fares.

In his email, [which was also published on Uber's corporate blog](#), Kalanick accused the D.C. Council of stifling his business:

*Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians.* Kalanick's rebuke caught Cheh, who believed her office had drafted an agreeable piece of legislation, off-guard. In an email to her staff and fellow councilmembers, Cheh wrote that she and representatives from Uber hammered out an arrangement that would put the company in accordance with local regulations and prevent future incidents like the ["sting" conducted in January by D.C. Taxicab Commission Chairman Ron Linton](#).

"Several months ago, Uber contacted me and asked to work together to legalize services like Uber in the District," Cheh wrote. "Since then, I have met with Uber many times, negotiated in good faith, and believed that I had reached an agreement with them last week."

Cheh, who leads the Council committee that oversees the livery industry, wrote she was "deeply disappointed" by Uber's rejection of her amendment. At today's breakfast, Evans and Michael A. Brown

(I-At Large) said that they would introduce a measure that would strip out the \$15 minimum. A few moments later, Cheh said she would rescind the amendment entirely. She called herself "flabbergasted but flexible" on Uber, [according to WTOP's Mark Segraves](#).

There are differing accounts on how Cheh's now-shelved amendment came to be. Though Cheh's intraoffice email suggested cooperation with Uber, the company said otherwise. Kalanick says his side and Cheh's office were never as close as her email suggested. In an phone interview, he rejected the idea that there was an arrangement in place.

"There was no agreement," he said. "We have always been opposed to price fixing."

Kalanick also said that Uber did not see the text of Cheh's amendment until 4 p.m yesterday, when it was far too late to recommend any language changes. And he contended that even without Cheh's amendment, Uber is not breaking any rules. In a Twitter conversation with the Post's Mike DeBonis, Kalanick said the meetings with Cheh left Uber staffers feeling "strung out."

"We are legal as is," Kalanick told DCist. He would not elaborate on the "strung out" phrase. Had Cheh's amendment been adopted, it would have effectually imposed a price floor on Uber's operations in D.C., potentially crimping its plans to introduce UberX, a more moderately priced service that employs vehicles less luxurious than its standard-issue Lincoln Towncar. The UberX service is already in place in New York and San Francisco, but Kalanick said his company will have to "wait and see" the fate of Cheh's amendment before continuing with plans to introduce it into the Washington market.

Kalanick has his defenders, though, not the least of whom is Rep. Jason Chaffetz (R-Utah), [who tweeted his support for the company](#).

In the mean time, Kalanick said that for the remainder of July, Uber's minimum fare in D.C. would be dropped to \$12, in apparent defiance of the equation offered by Cheh's amendment.

Original story posted [here](#).

## **DCist – Livery Lobby: Uber's Rapid Response on Proposed Amendment Overwhelmed the D.C. Council (CMMC Mention)**

By Ben Freed

As the D.C. Council met for its weekly breakfast this morning, one of the topics on members' minds was Uber, the upscale livery service, and an amendment proposed by Mary Cheh (D-Ward 3) that would have made Uber compliant with D.C. regulations by implementing a price floor.

Uber was such a hot topic at the breakfast table not because of its turbulent history with the D.C. Taxicab Commission, but because the company, in a span of about 18 hours, marshaled its loyal customer base to mount a forceful email, social media and telephone campaign opposing Cheh's measure.

Several councilmembers mentioned that their offices had received upward of 5,000 emails about Uber since about 4 p.m. Monday, when CEO Travis Kalanick sent out a mass email and blog post denouncing the amendment and urging Uber's fans to contact the Council.

A spokesman for Councilmember Jack Evans (D-Ward 2), told DCist that Evans' office received more than 4,000 emails. David Meadows, spokesman for Michael A. Brown (I-At Large), said the number his office received was "no less than 5,000."

Several Council offices equated the viral campaign with ones previously mounted for hot-button social issues. "More lobbying than same-sex marriage," Meadows said.

Cheh's office, unsurprisingly, was one of the most heavily targeted. A senior aide in her office reported receiving 3,768 emails about Uber, along with several hundred phone calls.

"It was extreme," the aide said. "When we have these big email campaigns it's a lot of cut and paste. But there were a lot of people who wrote their own thoughts, and that's impressive."

Still, considering the differing accounts between Cheh's office and Uber about the crafting of the amendment—the councilmember said they negotiated "in good faith" while Kalanick refuted that—Cheh's staffers said they found themselves having to confront frustrated Uber customers who did not have the complete picture.

"I spoke to them, and every single person but one, when I walked them through, they said 'oh,' " the aide said. "The information [Kalanick] put out there was not at all accurate."

Councilmember David Catania (I-At Large) also reported receiving between 5,000 and 6,000 emails about Uber in the past day, while a spokesman for Jim Graham (D-Ward 1) said his office received about 3,000 messages, many of which were filtered through a [petition listed on the activist website Change.org](#). While the Change.org petition garnered only a handful of signatures, it was cited by Uber supporters from the District, the suburbs and states halfway across the U.S., Graham's spokesman said.

Uber's intense lobbying effort extended to social networking, too. Beyond the tens of thousands of emails they sent to D.C. Council members, Uber's wired customers sent a constant stream of Twitter messages in support of the company, usually marked with the hashtag ["#UberDClove"](#).

And while Uber's campaign found success in getting Cheh to shelve her amendment to a sweeping taxicab modernization bill that has been in the works for several months, her office maintains its measure was in the livery service's best interest

"We like Uber," the senior Cheh aide said. "We said from the beginning we like Uber. I understand [Kalanick] believes it's legal and that we were trying to ensure that they were."

In D.C., Uber's social media operation is conducted by Alex Priest, who frequently engages with the company's customers over Twitter. Priest did not reply to inquiries from DCist.

Original story posted [here](#).

## **DCist – D.C. Legislator Proposes Bill That Would Facilitate Burying Power Lines (CMMC Story)**

By Martin Austermuhle

After the *derecho* storm that swept across the region knocked down power lines and left tens of thousands of D.C. households in the dark, residents again started asking an obvious question: why not just bury all the power lines and be done with it?

Councilmember Mary Cheh (D-Ward 3)—whose constituents experienced some of the most widespread blackouts after the storm—seems to be wondering the same thing, and will introduce legislation that would do something about it.

As part of her proposal, a five-person Underground Conversion Assessment Commission would identify "Underground Utility Districts" where it would be easiest to bury power lines, based on factors such as ongoing construction projects, neighborhood aesthetics and whether burying the power lines would actually help stop power outages. After a period of review by the mayor and D.C. Council, those areas would be green-lighted for power lines to be buried.

Of course, then there's the matter of cost, with Pepco arguing that burying power lines can be prohibitively expensive and others countering that Pepco is merely saying so to get out of actually doing it. (A 2010 D.C. report found that it could cost between \$1.1 billion and \$5.8 billion, depending on how many lines are buried.) The legislation addresses the price tag by creating a Underground Utility District Trust Fund, which will take in money from a four percent assessment on the sale of electricity in D.C. Only when there is enough money in the fund would work begin; the legislation wouldn't preclude Pepco from burying power lines itself.

According to Cheh's staff, the bill is mirrored on a [similar program](#) that started in Anaheim, Calif. in the mid-1990s and aimed to bury 100 miles worth of wires over 50 years. The cost there has been \$3 to \$4 million a mile, and has come out to roughly \$24 per household annually.

The Post recently had a [good rundown](#) on the long-running debates over whether or not to bury D.C.'s power lines.

Original story posted [here](#).

## **DCist – Mendelson Prepared for Emergency Session Should Surprises Come During Council Recess (CMMC Mention)**

By Martin Austermuhle

With yesterday's news that a third person with links to Mayor Vince Gray's 2010 campaign [has been charged with making illegal campaign contributions](#), political speculators couldn't help but guess as to what U.S. Attorney for D.C. Ron Machen may have up his sleeve next.

Whatever it is, if he shows his hand after this week, it could provide for some heightened political drama in D.C. This Friday is the last day that the D.C. Council will be in session before a two-month-long summer recess, after all, and if Machen has a case to be made against Gray, he might not wait until September to make it.

Yesterday D.C. Council Chair Phil Mendelson said he'd be prepared to call the council into emergency session should it be required. "We've done it before and we would do it again," he said.

The most likely scenario for such a session would be a sudden resignation by Gray or an indictment that forces him to step down. In that case, Mendelson would be elevated to fill the mayor's seat, and Councilmember Michael A. Brown (I-At Large) would be charged with convening the council to choose a new chairperson.

Emergency sessions are rare. From what I can find, the last one took place in 1998, when the D.C. Council came back into session during its summer recess to vote on a package of reforms proposed by the Control Board. In 1994, the council reconvened to vote on \$120 million in spending cuts proposed by Mayor Sharon Pratt Kelly.

If an emergency session is called, it could prove complicated for some councilmembers—for one, Councilmember Mary Cheh (D-Ward 3) will be [spending two weeks in Mexico studying Spanish](#), so there's a remote chance that she could have to fly back early.

Original story posted [here](#).

## **The Washington Post – Breath tests for drunken-driving suspects could resume next month in D.C.**

By Tim Craig

District police could resume breath-testing suspected drunk drivers next month under a D.C. Council bill, set for consideration Tuesday, that would overhaul the city's troubled breathalyzer program and stiffen standards and punishment for impaired drivers.

D.C. police stopped conducting breath tests in 2011 after the disclosure that some tests were greatly inflating motorists' alcohol levels. Under the emergency legislation, police could begin using breathalyzers again next month.

The legislation also imposes strict new penalties on some impaired drivers. Drivers of commercial vehicles would be subject to a 0.04 blood alcohol limit; the current limit for all drivers is 0.08. A driver weighing 180 pounds would near the .04 limit if he or she consumed two drinks in one hour.

The change will help ensure that bus drivers and other heavy-vehicle operators pose less of a safety risk, said interim Council Chairman Phil Mendelson (D-At Large), who heads the Judiciary Committee.

“Commercial drivers should be held to a higher standard,” Mendelson said. “If they are driving for work, my expectation is they have no alcohol in them.”

District law generally defines commercial vehicles as weighing at least 26,000 pounds, meaning some residents who rent big moving trucks would be held to the lower limit.

The limit for noncommercial drivers would remain 0.08. But the council also seeks to make life more difficult for anyone who drives over the legal limit.

A driver convicted of driving under the influence would be subject to a fine of up to \$1,000 and 180 days in jail. Currently, a first-time offender can face up to a \$300 fine and 90 days in jail.

Someone arrested with a 0.20 blood alcohol level would be required to spend at least 10 days in jail, twice the current mandatory minimum. Drunk drivers arrested with a minor in the vehicle would face a five-day minimum sentence.

“We are updating a law that was written in 1925 to bring it into a modern era,” said Pedro Ribeiro, a spokesman for Mayor Vincent C. Gray (D). “We have to make sure people understand — in the District of Columbia, we are not going to tolerate this.”

The legislation is “a good first step” toward guaranteeing that the District is not “a playground for drunk drivers,” said John Townsend, a spokesman for AAA-Mid Atlantic.

The District’s efforts to deter intoxicated drivers have been ensnared in controversy for years. Police must establish a suspect’s blood alcohol level to charge him or her with driving while intoxicated, but they can charge a motorist with driving under the influence or operating a vehicle while impaired without a blood alcohol test. That has led some motorists to allege that they were charged with OWI [after one glass of wine](#), leading to national headlines in 2005.

The program took another hit in February 2010 after an outside consultant discovered that incorrectly calibrated breathalyzers had inflated blood alcohol levels by as much as 20 percent. Nearly 400 people were convicted based on inaccurate breath-test results. The city stopped using the tests last year.

Dozens of drivers [challenged their convictions](#), and in May the District agreed to pay four of them \$20,000 plus attorneys fees.

The District purchased new equipment, but the testing program has [been on hold](#) pending the revised legislation. City police have instead been using field sobriety tests and urinalysis to make impaired-driving arrests.

Responsibility for overseeing the breath tests — including maintaining the devices and developing policies for their use — would shift from police and the Office of the Chief Medical Examiner to the Department of Forensic Sciences, [created by the council](#) last year.

Kristopher Baumann, head of the D.C. police union, warned that police officers

may still be hesitant to use breath tests given past controversy. Several officers faced internal investigations after they tried to speak up about the previous flawed tests, he said.

“A lot of officers are concerned about being involved in these types of arrests,” Baumann said.

A 0.04 threshold for commercial drivers would bring the District in line with Maryland’s requirements, Townsend said. Federal regulations also require interstate truck drivers to abide by a 0.04 alcohol limit.

Allen Silver, a local organizer for the Sheet Metal Workers International Association, said many commercial drivers use their vehicles for purposes other than work and questioned whether it was fair to hold those individuals to a different standard than other drivers.

“It targets them and now they are stuck,” Silver said. “They can’t even go out for a holiday treat with their family.”

Original story posted [here](#).

## **NBC Washington – Gray Campaign Aide Admits to Shadow Campaign**

A campaign aide to D.C. Mayor Vincent Gray has admitted in federal court that Gray was elected in 2010 with the aid of hundreds of thousands of dollars in illicit campaign funds from a D.C. businessman.

Federal prosecutors laid out their case Tuesday against Eugenia (Jeanne) Clarke Harris, 75, who was charged Monday in the ongoing criminal investigation into Gray's 2010 campaign.

On Tuesday, prosecutors said that \$653,000 was spent on a shadow campaign to elect Gray. This is the first public acknowledgement of an alleged extensive shadow campaign on Gray's behalf, according to News4's Tom Sherwood. Prosecutors said the alleged shadow campaign funneled the money through her two businesses.

"The 2010 mayoral election was corrupted by a massive infusion of cash that was illegally concealed from the voters in the District," said U.S. Attorney Ron Machen Jr.

There has been no indication in court that Gray knew about the alleged campaign.

A federal judge accepted Harris's guilty plea Tuesday afternoon on three counts -- two



charges of conspiracy and one count of making a false statement to investigators. Two of the three charges are felonies. She could receive 30 to 37 months in prison and a fine between \$6,000 and \$60,000. Harris agreed to make restitution to the IRS for taxes, interest and penalties owed by herself and her businesses.

Among other things, federal officials said she admitted filing an amended tax return in December 2011 as part of an effort to conceal her businesses' involvement in funding hundreds of thousands of dollars in campaign-related expenditures for the 2010 mayoral campaign. In addition, she admitted to causing others to destroy a large volume of records from her businesses because they could have revealed the extent of her involvement in the mayoral election.

The U.S. Attorney's Office for the District of Columbia, the FBI's Washington Field Office and the Internal Revenue Service - Criminal Investigation will hold a press conference after the court proceedings are done. NBCWashington.com will stream the press conference live.

When asked who came up with the plan for the shadow campaign, Harris said it was not her, and it was not a person known as "co-conspirator No. 1," who sources told News4 is D.C. businessman Jeffrey Thompson.

"The plan was developed by another person," Harris said in court.

In the run-up to the September 2010 primary, Fenty spent about \$5 million on his campaign while Gray spent about \$1.8 million. The allegations by prosecutors on Monday indicate that another \$653,000 was spent on Gray's behalf. The judge on Tuesday referenced \$127,000 spent on campaign materials and several thousand dollars used to pay for campaign field work.

In the criminal information filed Monday, prosecutors say Harris conspired to violate D.C. and federal campaign finance laws by disguising tens of thousands of dollars of contributions and reimbursing some donors in violation of those laws. Authorities say Harris also attempted to cover up the contributions after the federal investigation began.

Harris is a veteran public relations official in the District and has close ties to Gray and to Thompson.

Earlier this year, federal authorities raided Harris's business operation along with those of Thompson. Thompson and Harris worked closely on tens of thousands of dollars in contributions to candidates in federal and District offices. Thompson has not been charged in the investigation.

Earlier this year, two Gray campaign aides pleaded guilty to felony charges in connection with a conspiracy to give thousands of dollars to minor mayoral candidate Sulaimon Brown

in exchange for his public castigation of then-Mayor Adrian Fenty.

Gray had denied wrongdoing but recently has refused to even discuss the cases.

Read the charging document [by clicking here](#).

Below is a copy of the details released Tuesday by the U.S. Attorney's Office for the District of Columbia.

#### *Framework of the Scheme:*

*According to a statement of offense signed by the government as well as the defendant, Harris owned and controlled two businesses: Belle International, Inc., and Details International, Inc., both located in an office building in Washington, D.C.*

*The statement of offense describes Harris's friendship and professional relationship with a person identified as "Co-Conspirator #1," who was the sole owner of "Company A," and the majority owner of "Company B."*

*According to the statement of offense, starting as early as 2001, and continuing until at least December 2010, Harris, "Co-Conspirator #1," and others knowingly violated federal and D.C. campaign finance laws.*

*The Federal Election Campaign Act establishes limits on the amounts that individuals can contribute to individual and multi-candidate political action committees. It also prohibits a person from making a political contribution in the name of another person. The act bars a person from reimbursing a donor who has already given to a candidate. In addition, the law bans corporations from contributing money to candidates for federal public office.*

*The District of Columbia Campaign Finance Reform Act and Conflict of Interest Act similarly regulates financial activity intended to influence the election of candidates for District of Columbia office.*

*According to the statement of offense, Harris and "Co-Conspirator #1," being aware of the finance limits, circumvented them by funneling personal and corporate money to friends, family members, and employees to make unlawful political contributions in various elections. "Co-Conspirator #1" promised to reimburse Harris for Harris's own personal and corporate contributions as well as those that Harris obtained from others. Harris, in turn, promised others from whom she obtained contributions that their contributions would be reimbursed.*

#### *2010 Mayoral Campaign:*

*The statement of offense describes actions taken to channel contributions to the campaign of "Candidate A," who was among those running for mayor in the District of Columbia in 2010.*

*For example, Harris, Belle International and Details International each contributed \$2,000 to "Candidate A." Harris, at the direction of "Co-Conspirator #1," also obtained contributions to "Candidate A" from family members, employees, and friends. "Co-Conspirator #1" reimbursed Harris for the total \$44,000 in campaign contributions, and Harris repaid the family members, employees and friends.*

*In addition, Harris and "Co-Conspirator #1," along with others, agreed to secretly fund other efforts to support the election of "Candidate A." They did not report these expenditures to the District of Columbia Board of Elections and Ethics' Office of Campaign Finance, which administers and enforces laws pertaining to campaign finance.*

*Among other things, Harris and "Co-Conspirator #1" secretly funneled money that would be used for campaign materials, consultants, and get-out-the-vote efforts. "Co-Conspirator #1" caused "Company B" to issue checks and wire payments to Belle International, one of Harris's companies, so that she could use her business to pay for campaign expenses. The statement of offense lists five such checks, issued between July and September 2010, that totaled \$653,800 later used for services and materials to elect "Candidate A." These materials included many items bearing logos, graphics and designs identical to those used by the campaign.*

*In order to conceal the various activities, and account for them on the books of "Co-Conspirator #1's" businesses, "Co-Conspirator #1" directed Harris to submit invoices to the companies for the amounts needed for the reimbursements and campaign expenses.*

#### *Obstruction of Justice:*

*In her guilty plea, Harris admitted that she and "Co-Conspirator #1" took steps to impede federal officials from obtaining information concerning their involvement in conduit campaign contributions, unreported political expenditures and other activities. She admitted that she did so while knowing that the U.S. Attorney's Office for the District of Columbia and the FBI were conducting a criminal investigation into allegations involving the 2010 mayoral campaign.*

*Harris filed amended tax returns, for example, in December 2011, as part of an effort to conceal the involvement of "Co-Conspirator #1" in funding hundreds of thousands of dollars in campaign-related expenditures through Belle International to "Candidate A," in violation of District of Columbia law.*

*In addition, she caused others to shred and destroy a large volume of paper records maintained by her businesses. She also caused others to destroy stored electronic records from her businesses because they could have revealed what took place in the mayoral election.*

*Finally, at the direction of “Co-Conspirator #1,” Harris made arrangements in early 2012 to travel to Brazil for three months in order to evade federal investigators. Efforts were made toward renting a house in Brazil before the trip was cancelled.*

Original story posted [here](#).

Kiara Pesante, MPA | **Communications Director**  
**Councilmember Mary M. Cheh (D-Ward 3)**  
Chair, Committee on the Environment, Public Works, and Transportation  
***The Council of the District of Columbia***

Direct: [REDACTED]

Mobile: [REDACTED]

[www.marycheh.com](http://www.marycheh.com)

**Follow me for news and updates: [@ChehPress](#)**

***Would you like to stay informed about Councilmember Cheh's [#Ward3DC](#) events and activities?  
Join Mary's mailing list by clicking [here](#).***

**From:** [Christopher Bedford](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Press Request: taxi modernization bill Uber amendment  
**Date:** Monday, July 09, 2012 7:03:59 PM

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Councilman,

My name is Chris Bedford and I'm an editor at The Daily Caller. I am hoping I can get your comment on a proposed amendment to the taxi modernization bill that would stop Uber from being able to lower its fares. My deadline is 9 p.m.

I can be reached at my cell -- [REDACTED] -- or on email.

Thanks!

--

Christopher Bedford  
Associate Editor  
The Daily Caller

**From:** [Christopher Bedford](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Press Request: taxi modernization bill Uber amendment  
**Date:** Monday, July 09, 2012 7:02:14 PM

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Councilman,

My name is Chris Bedford and I'm an editor at The Daily Caller. I am hoping I can get your comment on a proposed amendment to the taxi modernization bill that would stop Uber from being able to lower its fares. My deadline is 9 p.m.

I can be reached at my cell -- [REDACTED] -- or on email.

Thanks!

--

Christopher Bedford  
Associate Editor  
The Daily Caller

**From:** [Christopher Bedford](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Press Request: taxi modernization bill Uber amendment  
**Date:** Monday, July 09, 2012 7:01:32 PM

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Councilman,

My name is Chris Bedford and I'm an editor at The Daily Caller. I am hoping I can get your comment on a proposed amendment to the taxi modernization bill that would stop Uber from being able to lower its fares. My deadline is 9 p.m.

I can be reached at my cell -- [REDACTED] -- or on email.

Thanks!

--

Christopher Bedford  
Associate Editor  
The Daily Caller

**From:** [Kellie Quinn](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Preventing UBER as an alt. transportation  
**Date:** Monday, July 09, 2012 5:05:27 PM

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To Whom It May Concern,

I have recently learned that it is the Council's intention to prevent UBER, an alternative to taxi transportation, from providing inexpensive services to residents of the District. As a college student myself, I find it appalling to think that elected officials, those elected into office to HELP citizens of the District, would find it reasonable to require UBER to increase their rates. We are in an economy where saving is key and the fact that you would rather put the taxi industry ahead of a great alternative transportation service just shows how truly "influenced" our politicians are today. I would urge you to reconsider trying to enact a price floor to an up-and-coming company that UBER is.

Sincerely,  
Kellie Quinn

A large black rectangular redaction box covering the signature area.



**From:** [Ashley Damron](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Preventing Uber from Raising Rates  
**Date:** Monday, July 09, 2012 5:17:28 PM

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Sir,

I live in your ward ( [REDACTED] ) and am concerned about a measure before the council that would prevent Uber from lowering its rates. I recommend that you vote against the measure to allow for affordable options to the DC cab system.

Best,  
Ashley

**From:** [Patrick Costello](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Proposed Amendment to the Taxi Modernization Bill  
**Date:** Monday, July 09, 2012 5:28:53 PM

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Dear Honorable Members of the DC City Council –

Thank you very much for your service to the District.

It is my understanding that you will be voting on an amendment to the taxi modernization bill concerning the minimum fee that Uber-cab can charge subscribers. I wish to express my strong opposition to this amendment. I have found the use of Uber a competitively priced, and customer-friendly, substitute to the numerous taxis companies operating in the district. While I understand that the taxi industry has long been a relatively stable service provider in the District, I believe that restricting competition and free enterprise benefits no-one.

Regarding the competitive aspects of Uber's service, as a resident of the Kingman Park/Rosedale area, I am frequently unable to order a cab to my residence and usually rely on Virginia based services for my regular trips to DCA for business travel. Since Uber came on line I have become a regular user of their services.

Additionally, Uber is a safe alternative. Not only are Uber's vehicles in superb mechanical condition and very clear, but their drivers are always extremely courteous, something that most certainly cannot be said of some taxi operators in the District. Without going into too much detail, I recently had an experience with a cab driver on Capitol Hill who, after refusing to take me to my stated destination and threatening physical violence, refused to let my fiancé and I out of his cab and we required police intervention (this occurred on Friday evening at 1<sup>st</sup> and Independence SE and a police report was filed).

I sincerely hope that you will not infringe upon the ability of Uber's drivers to inject an element of competition into the District's vehicular transport services industry.

I will be closely watching this vote.

Again, my sincere thanks for your service.

Warmest regards,

Patrick C.

Resident & Homeowner 20002

--

Patrick C. Costello



**From:** [Brian Stryker](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Proposed law re: Uber  
**Date:** Monday, July 09, 2012 5:58:46 PM

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Sirs-

My name is Brian Stryker, and I am a Ward 1 resident (I live on 13th St and Park Rd NW). I am writing to voice my displeasure concerning a proposed amendment (detailed at <http://techcrunch.com/2012/07/09/dc-city-councils-uber-amendment-would-force-sedans-to-charge-5x-taxi-prices-and-kill-uberx/>).

As you are likely well aware, the dispatch service for taxicabs is sorely lacking in the District of Columbia. It regularly takes up to an hour for either Diamond Cab or Yellow Cab to dispatch a vehicle, even during off-peak hours. Uber provides a low-cost, rapid, reliable alternative that enhances public safety by not forcing people to roam the streets looking for a cab, especially late at night. It also no real threat to taxicabs' business, as the vast majority of taxi trips are conducted via flag-downs and not dispatches. So, it perplexes me as to why a harmful measure for Uber would be germane to, and included in, a taxicab bill that overall accomplishes good things.

This amendment, specifically 8 (c) (1) and 8 (c) (2) which mandate high rates for Uber's vehicles, does not seem to serve the public interest. I can see no benefit in maintaining the monopoly of DC taxicabs, especially for a service (dispatch) which is inarguably their weakest quality. I like many of the things in the overall bill, and I understand the need for proper taxicab licensing: I am a fellow Democrat (and Democratic primary voter), and I do not believe in unfettered free-market solutions to problems concerning a public good. With that said, surely mandating artificially high prices for transportation are nothing but a net drain on DC residents' pocketbooks.

I strongly hope that you oppose this amendment (and vote against the overall bill if the amendment passes despite your no vote). I would appreciate a response as to your support or opposition to this amendment, as well as an explanation of your position.

Thank you, and thank you for your service.

Brian Stryker

**From:** [Mark Lombardy](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Re: Proposed Taxicab Legislation  
**Date:** Tuesday, July 10, 2012 1:58:34 PM


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Mr. Brown,

It's my understanding that Councilmember Evans has introduced an amendment that would impose no minimum on services like Uber. I strongly urge you to support this amendment so that viable alternatives to our taxicab services are offered in DC. Honest competition would be beneficial for the residents of Washington.

Thank you!

Mark Lombardy  
Ward 2

On Mon, Jul 9, 2012 at 8:43 PM, Mark Lombardy <> wrote:

Mr. Brown,

I ask that you fully support the proposed taxicab improvements proposed in front of the council. as contained in the "District of Columbia Taxicab Commission Service Improvement Act of 2011." However, I strongly oppose the proposed minimum fare for alternative sources, such as Uber.

As you know, taxi service in our City is in need of vast improvement. This is our Nation's Capitol--our rainbow fleet of cars are old, unsafe, not fuel efficient, and far from modern. In our age of smart phones and wireless technology, it baffles my mind that our cabs cannot (or refuses to) accept credit cards. From my personal experiences, I have called ahead to request airport drop-off services (you know, on a time constraint!!) from every major cab company, only to find that my request was lost--OR the driver tried to make a quick buck along the way. These drivers constantly clog the roads, driving slow...looking for fares...making abrupt lane changes...all to chase that all mighty dollar. From my time in the back of these cars, they are old, worn, unclean, unsafe, and unpredictable as to when you will find one. How many check engine lights have you seen on in these cars?

Because I sometimes need RELIABLE service to the airport, I have hired private limo companies in advance. When Uber came along, I fully supported the service. It provides an alternative to residents. From my experience, it's a safer alternative to taxicabs...the cars are clean and there are no obvious engine lights on. I can request a car anywhere...and know that a requested cab will arrive without picking someone up along the way. And finally...they accept credit cards. Yes...they are in the 21st century...our rainbow fleets of taxicabs are not.

If you wish to regulate them, do so in the safety arena. I fully believe, and support, competition in this industry. The lack on competition has led us to where we are now, and it's time that we not only tighten the regulations on our existing taxicabs, but allow for competition.

Uber has proven itself to be great alternative to our taxicabs. Key word being alternative...competition...and a viable choice for District residents. I am not

"affluent"...but I do appreciate having choices. Please get rid of the proposed "5x" fee on these services and allow competition to flourish.

Mark Lombardy  
Ward 2

**From:** [Mark Lombardy](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Re: Proposed Taxicab Legislation  
**Date:** Tuesday, July 10, 2012 1:57:45 PM


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Mr. Catania,

It's my understanding that Councilmember Evans has introduced an amendment that would impose no minimum on services like Uber. I strongly urge you to support this amendment so that viable alternatives to our taxicab services are offered in DC. Honest competition would be beneficial for the residents of Washington.

Thank you!

Mark Lombardy  
Ward 2

On Mon, Jul 9, 2012 at 8:44 PM, Mark Lombardy <> wrote:

Mr Catania,

I ask that you fully support the proposed taxicab improvements proposed in front of the council. as contained in the "District of Columbia Taxicab Commission Service Improvement Act of 2011." However, I strongly oppose the proposed minimum fare for alternative sources, such as Uber.

As you know, taxi service in our City is in need of vast improvement. This is our Nation's Capitol--our rainbow fleet of cars are old, unsafe, not fuel efficient, and far from modern. In our age of smart phones and wireless technology, it baffles my mind that our cabs cannot (or refuses to) accept credit cards. From my personal experiences, I have called ahead to request airport drop-off services (you know, on a time constraint!!) from every major cab company, only to find that my request was lost--OR the driver tried to make a quick buck along the way. These drivers constantly clog the roads, driving slow...looking for fares...making abrupt lane changes...all to chase that all mighty dollar. From my time in the back of these cars, they are old, worn, unclean, unsafe, and unpredictable as to when you will find one. How many check engine lights have you seen on in these cars?

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"affluent"...but I do appreciate having choices. Please get rid of the proposed "5x" fee on these services and allow competition to flourish.

Mark Lombardy  
Ward 2



**From:** [Mark Lombardy](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Proposed Taxicab Legislation  
**Date:** Monday, July 09, 2012 9:44:29 PM

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Mr Cantania,

Mr. Evans,

I ask that you fully support the proposed taxicab improvements proposed in front of the council. as contained in the "District of Columbia Taxicab Commission Service Improvement Act of 2011." However, I strongly oppose the proposed minimum fare for alternative sources, such as Uber.

As you know, taxi service in our City is in need of vast improvement. This is our Nation's Capitol--our rainbow fleet of cars are old, unsafe, not fuel efficient, and far from modern. In our age of smart phones and wireless technology, it baffles my mind that our cabs cannot (or refuses to) accept credit cards. From my personal experiences, I have called ahead to request airport drop-off services (you know, on a time constraint!!) from every major cab company, only to find that my request was lost--OR the driver tried to make a quick buck along the way. These drivers constantly clog the roads, driving slow...looking for fares...making abrupt lane changes...all to chase that all mighty dollar. From my time in the back of these cars, they are old, worn, unclean, unsafe, and unpredictable as to when you will find one. How many check engine lights have you seen on in these cars?

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Uber has proven itself to be great alternative to our taxicabs. Key word being alternative...competition...and a viable choice for District residents. I am not "affluent"...but I do appreciate having choices. Please get rid of the proposed "5x" fee on these services and allow competition to flourish.

Mark Lombardy  
Ward 2

**From:** [Mark Lombardy](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Proposed Taxicab Legislation  
**Date:** Monday, July 09, 2012 9:43:35 PM

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Mr. Brown,

Mr. Evans,

I ask that you fully support the proposed taxicab improvements proposed in front of the council. as contained in the "District of Columbia Taxicab Commission Service Improvement Act of 2011." However, I strongly oppose the proposed minimum fare for alternative sources, such as Uber.

As you know, taxi service in our City is in need of vast improvement. This is our Nation's Capitol--our rainbow fleet of cars are old, unsafe, not fuel efficient, and far from modern. In our age of smart phones and wireless technology, it baffles my mind that our cabs cannot (or refuses to) accept credit cards. From my personal experiences, I have called ahead to request airport drop-off services (you know, on a time constraint!!) from every major cab company, only to find that my request was lost--OR the driver tried to make a quick buck along the way. These drivers constantly clog the roads, driving slow...looking for fares...making abrupt lane changes...all to chase that all mighty dollar. From my time in the back of these cars, they are old, worn, unclean, unsafe, and unpredictable as to when you will find one. How many check engine lights have you seen on in these cars?

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If you wish to regulate them, do so in the safety arena. I fully believe, and support, competition in this industry. The lack on competition has led us to where we are now, and it's time that we not only tighten the regulations on our existing taxicabs, but allow for competition.

Uber has proven itself to be great alternative to our taxicabs. Key word being alternative...competition...and a viable choice for District residents. I am not "affluent"...but I do appreciate having choices. Please get rid of the proposed "5x" fee on these services and allow competition to flourish.

Mark Lombardy  
Ward 2

**From:** [Samantha Ames](#)  
**To:** [Samantha Ames](#)  
**Subject:** Proposed Uber Amendment  
**Date:** Tuesday, July 10, 2012 11:23:02 AM

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Dear Councilmember,

I'm a resident of Ward 2, and I'm writing to share my thoughts and experience with the Uber car service you're voting on today. I recently graduated from The George Washington University Law School, and it should be some indication of how strongly I feel about this issue that I'm taking time away from studying for the bar exam to write you today. But, I imagine, I'm not the only one you've heard from. Thank you for considering our viewpoints before you vote on this issue today.

Several months ago, I had surgery on my ankle and was unable to walk for several months. I was a law student and had to get to and from class every day, and buses aren't an option when you're on crutches. Hobbling to a busy corner to hail a cab was one thing, but the way cab drivers in this town drive was outright dangerous. The few times I had to take them, my leg was sore for days from all the lurching around. Uber came to my door, helped me get myself and my bookbag into and out of buildings, and didn't leave me wondering how I was going to get to an ATM before I could get home. Uber was the only reason I was able to get through those months without hurting myself or going broke.

I'm writing to you as a blue-blooded Democrat, liberal through and through. I appreciate the need for regulation. But it's stuff like this that makes rational independents who would otherwise be on our side crazy. We are regulating ourselves out of beneficial, sometimes necessary, services for no reason other than that a healthy free market has actually rewarded this company for the right reasons: a superior product, offered reasonable price, with exceptional customer service. If you doubt me, I encourage you to take a ride with them. There's a reason they inspire such loyalty in their customers. They could not possibly be more professional, caring, or eager to fix things when they go wrong. They're the Zappo's of the short-distance-transportation industry. They're one of the few companies I can name whose success is a clear result of doing the right things for the right reasons.

Please, stop this insanity before we become the next Bloomberg Soda Ban. It has already made us look ridiculous, as both a district and a party. Just imagine how we'll look on The Daily Show. The only real justification I've seen for the proposed amendment restricting Uber's ability to lower prices (or any of the attempts to handicap the company, for that matter) is that it, in short, "prevent[s] sedans from directly competing with or undercutting [sic] taxicabs." This is not a solid basis for regulation. We should be regulating, when necessary, for only one reason: to help the people in our District. Good reasons for regulation do not include protecting underperforming companies from the free market, protecting the status quo from innovation, or protecting our elected leaders from feeling powerless (the latter, right or wrong, is how many are seeing this issue). Those are sometimes the consequences of responsible regulation, but when we blur the line between consequences and justifications, we lose credibility. Now, actively preventing the service from taking legal, environmentally responsible steps to make itself more affordable for people like me who need it is impossible for residents like me to understand.

Again, I'm a Democrat. I don't like making these arguments. But I'm a big enough person to admit that, sometimes, they're right. I ask you to please consider people like me before you vote today. Thank you for your time, and have an excellent day.

Sincerely,  
Samantha Ames

--

Samantha S. Ames  
J.D., The George Washington University Law School





**From:** [Michael S. Misiewicz](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Protect Competition and a Free Market Approach in DC (Uber)  
**Date:** Monday, July 09, 2012 5:56:27 PM

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Good Afternoon,

I understand that you will be voting tomorrow on an amendment to the taxi modernization bill which will affect Uber car service's ability to lower its prices in order to be a competitive alternative to DC taxicabs.

As I'm sure you know (and what is likely the reason for the taxi modernization bill), the DC taxi system is the focus of much angst amongst the residents of the District and surrounding areas. Although the rest of the city competes on the world stage in terms of modern amenities, our taxi system is reminiscent of something found in a developing country, with its decrepit fleet of cars, cash-only service, and drivers whom regularly discriminate against passengers on the basis of race and other protected classes and outrightly refuse to serve the outlying parts of the city and the surrounding areas.

For those of us fed up with this subpar (yet expensive) taxi experience, Uber has provided a respite by filling in a huge gap in the demand for quality transportation services within the city. Its success thus far is a testament to the free market system.

Please do the right thing for the city's residents, particularly those in areas where it is next to impossible to find a taxi, and allow Uber to function freely in the marketplace as a competitive option to taxis. The competition will force taxi drivers to step up their quality of service, and the city's residents will only benefit.

Thank you.

Best,

Michael, Resident of Ward 1.

---

Michael Misiewicz, Esq.  
(Licensed in Virginia and the District of Columbia)

**From:** [Chris Harris](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Protect residents" transportation rights - vote against minimum fare  
**Date:** Monday, July 09, 2012 5:30:19 PM

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Dear Councilmembers,

Please vote to protect the transportation rights of DC residents and voters. If we smother innovation in this area, the city we all love will become harder & harder to navigate.

I know the taxi folks are pushing hard, but the Uber service helps thousands move around the city. That's good! I don't do Uber instead of cabs... I do Uber when I CAN'T GET A CAB. They don't compete as much as you'd think.

Stand up for people.

Regards,

Chris Harris

**From:** [Stacey Justice](#)  
**To:** [McDuffie, Kenyan \(Council\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Protect UBER Cab  
**Date:** Monday, July 09, 2012 5:08:14 PM

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Dear Council,

As a long-time Ward 5 resident, I was thrilled when Uber Cab entered DC. FINALLY, a reliable taxi service that doesn't cause unneeded anxiety worrying over if a taxi will every show up to my house after I call for one. I can't tell you the number of times that I've worried about missing my flight when a cab just doesn't show up. Once Uber Cab entered the scene, those worries were absolved, and I've had reliable transportation available to me at my fingertips (smart phone).

It's my understanding that you will be voting tomorrow on whether to allow a low-cost option for Uber Cab (UberX) to enter the DC market tomorrow. I'm pleading with you to vote to allow it in DC. Uber Cab is the BEST thing that's happened to transportation in this city. Bowing to the taxi industry's high prices would be an absolute shame.

Please vote to keep this reliable, cost effective transportation in the city and available to all of your residents.

Stacey Justice  
Ward 5 Resident

**From:** [Katy French](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** protecting taxi racket  
**Date:** Tuesday, July 10, 2012 7:28:17 AM

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Hi Tommy, I hope that you will not participate in the central planning nonsense to protect the taxi racket from competition today on the bill that price controls limo services like Uber. Embarrassing if you took sides against city residents in order to combine soviet-style central planning combined with Chicago-style trade thuggery. - Katy, 14th and K SE.



**From:** [Mike Wilkinson](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** question about transportation options  
**Date:** Monday, July 09, 2012 5:20:33 PM

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Hello Tommy,

I hope you remember me. I'm friends with Paul Cooper and Michael Ulrich and helped with their wedding along with some of you and Barbara's Disney plans a few years ago. My partner and I recently bought a house together in Shaw that was redistricted into your ward. I was really excited when I heard this because I think you're doing great things for the city.

I'm emailing you because I was hoping you could help understand a plea from one of my favorite transportation options, Uber, to ask you to vote against the Uber amendment. To be honest, I don't really understand everything about this issue, but I was hoping you could explain to me what the council is discussing about regulations for the Uber service.

I travel for work 2-3 times per month. Many times I leave early in the morning when cabs are not readily available. At first I would use dispatch a DC Yellow Cab to pick me up. However, one early morning the cab did not arrive and I called dispatch. The dispatcher told me the cab driver had already indicated I was on my way to the destination. My suspicion was that the cab ditched me for another fare. I guess I could've called the taxicab commission, but quite frankly I needed to find an alternate way to catch my flight.

That was an unpleasant experience, but it was downright maddening when the same thing happened again a couple of weeks later. I decided to try Uber because all of my friends were raving about it. For my next trip, I used the iPhone app to request a car and then watched the GPS guide the vehicle to my front door. They took me to the airport and when I got out, didn't have to worry about handing the driver cash since they automatically charged my credit card. It was absolutely wonderful and only cost \$8 more than the usual taxicab ride. I felt like transportation in the District had taken a huge step forward.

The luxury of Uber is a nice touch, but it is the reliability that really makes this a service I think we should be encouraging. They're using technology and a top-notch customer service model to grow their business. I took a look at the proposed amendment and couldn't understand what it said. I would appreciate if you could tell me what the goal is since I hope Uber is a service I can continue to rely upon.

Thanks for reading this extremely long email. I'd love for you and Barbara (maybe along with the Cooper-Ulrichs) to join my partner and I in our home sometime socially where we don't have to talk business.

Looking forward to hearing from you!

--Mike Wilkinson

PS - My primary mode of transportation in the District is my bicycle and I know you're a big supporter of bike transportation. Thanks for everything you do in this arena as well!

**From:** [REDACTED] on behalf of [Travis Kalanick](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Cc:** [Bailey, Claude E.](#)  
**Subject:** Re: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 12:46:58 PM

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I have word from Kevin on Jack Evan's staff that he has a clean and simple amendment (simple 1 pager) that keeps Uber at status quo (vs. 1st reading of bill which has a bunch of complexities). Please contact Kevin at [REDACTED] to coordinate.

Thanks,

Travis

On Tue, Jul 10, 2012 at 7:46 AM, Travis Kalanick <[REDACTED]> wrote:  
Council members,

I am pleased to hear that Councilmembers Evans and Wells are co-sponsoring an Uber Amendment that strikes the language requiring a minimum fare from Cheh's previous amendment. We are getting the good news out via social media, email, media, etc.

As I mentioned, we think the District's residents, and the city at large will be better off for it. I want to let any members that are on the fence know that I will personally thank and champion any and all members who help make this amendment a reality. We have 10's of thousands of politically active customers that will be incredibly excited about making this amendment a reality. I will personally send an email to our customers thanking members who support tech innovation, consumer choice and who work to put the District's constituents before politics.

Thanks for your support, (feel free to contact me directly with any questions or feedback).

Travis Kalanick  
Uber Technologies - Co-founder, CEO

On Tue, Jul 10, 2012 at 5:46 AM, Travis Kalanick <[REDACTED]> wrote:  
Council members,

The high level on UberDC is that our customers in the District, in shocking solidarity in email and social networks have made their voices heard about the value and quality of the Uber transportation alternative. Reliable service that's prompt and doesn't discriminate. Convenience that makes getting around DC a breeze without cash changing hands. Coverage that doesn't leave you stranded late at night. Our driver-partners provide this service because they take pride in their work, and because they believe in making DC a great place to live and to get around in. When the Council fixes Uber's prices, it stands against these basic benefits going to the average constituent - that for some reason only the rich can get them.

So in addition to quality, we think that doing right by our DC customers means high quality service at the best possible price. We think that is a noble cause. It is because of this that we do not understand how a price floor that sets our minimum price at 5 times the taxi minimum is helpful. Why would you want to make a great transportation option only accessible to the rich and well-heeled? Why would you so clearly put a special interest ahead of the interests of those who elected you? The district's residents showed their severe displeasure that their elected officials would consider such an action. The nation's eyes are watching to see what DC's elected officials stand for.

And how about the drivers? Uber has created hundreds of driver jobs in the District. Those hundreds of jobs created since our launch last December are on their way to being thousands of jobs. Jobs that the District needs, and jobs that require high performance where drivers do far better because of great prices driven by Uber's logistics technologies. Why protect one small business owner at the severe expense of another? Our driver-partners talk about the Uber opportunity in terms of their own American dreams. If you want to see for yourself, take an Uber for a spin and ask them. Our regular riders do all the time, and that's part of where their passion comes from.

What many of you may not realize is that Uber is a tech company with local offices bringing incredibly sophisticated technology to bare. In an era where DC needs tech companies to locate themselves and grow in the city, what kind of message does stifling competition send to the technology community? A technology community armed with 100's of millions of twitter and Facebook followers who passionately believe in consumer choice and are willing to wage a digital battle to be heard.

So here's my ask. Take the 'Minimum Fare' language out of the amendment. It's that simple. Doing so shows the tech community in DC that you support innovative, burgeoning technologies in the face of special interests. It shows your constituents that you'll put people and progress above politics. I'm an idealist, it's always been a problem of mine and I do apologize in advance. It shows the taxi industry that the Council expects them to step up their game honestly without alternatives being relegated to only wealthy residents of Ward 3. In any case, I urge you to be bold, and do what's right for your constituents, who really do not understand why Uber can't help them get the best possible price for a transportation alternative they love.

Thank you for your time on this matter, and I look forward to the outcome of your deliberations.

Travis Kalanick  
Uber Technologies - Co-founder, CEO

> From: Cheh, Mary (COUNCIL)  
> Sent: Monday, July 09, 2012 10:34 PM  
> To: Members and Staff (COUNCIL)  
> Subject: Uber  
>  
> Dear Members and Staff,  
>  
> I want to clarify a few things about Uber. Uber is a premium car service  
> that offers transportation in upscale vehicles and charges based on time and  
> distance, just like a taxi. Currently, Uber operates in what is, at best, a  
> legal gray area. However, because Uber is providing a valuable, innovative  
> service in the District, I want to allow Uber to operate legally here.  
>  
> Several months ago, Uber contacted me and asked to work together to  
legalize  
> services like Uber in the District. Since then, I have met with Uber many  
> times, negotiated in good faith, and believed that I had reached an  
> agreement with them last week.  
>  
> The amendment that I am proposing tomorrow would allow services such as  
Uber  
> to operate legally in the District. Companies like Uber would be exempt  
> from regulation by the Taxicab Commission so long as they provide an  
> estimated fare, disclose rates, provide a receipt, and use sedans licensed  
> by the Commission to operate in the District. The amendment would maintain  
> the status quo by requiring sedans to have a \$15 minimum fare and time and  
> distance rates that are higher than taxicabs (currently, Uber has a \$15  
> minimum fare and rates that are higher than taxicabs, so my amendment will  
> not change these figures. See: <https://www.uber.com/cities/washington-dc> ).  
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> Regards,  
> Mary

**From:** [REDACTED] on behalf of [Travis Kalanick](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Re: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 11:10:51 AM

---

got it.

michael, really appreciate it.

let me know how we can get this one over the hump!

T

On Tue, Jul 10, 2012 at 8:00 AM, Brown, Michael (Council) <[REDACTED]> wrote:

[And michael brown](#)

---

**From:** [REDACTED]  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Cc:** Bailey, Claude E.  
**Sent:** Tue Jul 10 10:46:55 2012

**Subject:** Re: Questions on Uber Amendments

Council members,

I am pleased to hear that Councilmembers Evans and Wells are co-sponsoring an Uber Amendment that strikes the language requiring a minimum fare from Cheh's previous amendment. We are getting the good news out via social media, email, media, etc.

[REDACTED]

Thanks for your support, (feel free to contact me directly with any questions or feedback).

Travis Kalanick  
Uber Technologies - Co-founder, CEO

On Tue, Jul 10, 2012 at 5:46 AM, Travis Kalanick <[REDACTED]> wrote:

Council members,

The high level on UberDC is that our customers in the District, in shocking solidarity in email and social networks have made their voices heard about the value and quality of the Uber transportation alternative. Reliable service that's prompt and doesn't discriminate. Convenience that makes getting around DC a breeze without cash changing hands. Coverage that doesn't leave you stranded late at night. Our driver-partners provide this service because they take pride in their work, and because they believe in making DC a great place to live and to get around in. When the Council fixes Uber's prices, it stands against these basic benefits going to the average constituent - that for some reason only the rich can get them.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

3. In any case, I urge you to be bold, and do what's right for your constituents, who really do not understand why Uber can't help them get the best possible price for a transportation alternative they love.

Thank you for your time on this matter, and I look forward to the outcome of your deliberations.

Travis Kalanick  
Uber Technologies - Co-founder, CEO

> From: Cheh, Mary (COUNCIL)  
> Sent: Monday, July 09, 2012 10:34 PM  
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> Subject: Uber  
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**From:** [Brown, Michael \(Council\)](#)  
**To:** [REDACTED]  
**Subject:** Re: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 11:00:42 AM

---

And michael brown

---

**From:** [REDACTED]  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Cc:** Bailey, Claude E.  
**Sent:** Tue Jul 10 10:46:55 2012  
**Subject:** Re: Questions on Uber Amendments

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> Regards,  
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**From:** [Brown, Michael \(Council\)](#)  
**To:** [Travis Kalanick](#)  
**Subject:** RE: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 10:48:31 AM

---

Travis-

I too have signed onto the Evans amendment.

Councilmember Michael A. Brown

---

**From:** [REDACTED] [REDACTED] On Behalf Of Travis Kalanick [REDACTED]  
**Sent:** Tuesday, July 10, 2012 10:46 AM  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council)  
**Cc:** Bailey, Claude E.  
**Subject:** Re: Questions on Uber Amendments

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prices, it stands against these basic benefits going to the average constituent - that for some reason only the rich can get them.

So in addition to quality, we think that doing right by our DC

[REDACTED]

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**From:** [REDACTED] on behalf of [Travis Kalanick](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Bailey, Claude E.](#)  
**Subject:** Re: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 10:46:57 AM

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**From:** [REDACTED] on behalf of [Travis Kalanick](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [Bailey, Claude E.](#)  
**Subject:** Re: Questions on Uber Amendments  
**Date:** Tuesday, July 10, 2012 8:46:07 AM

---

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**From:** [Andrew Moncure](#) on behalf of [A. Houston Moncure](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]  
**Subject:** Fwd: RE: A DC Uber fan  
**Date:** Tuesday, July 10, 2012 4:25:33 PM

---

Dear DC City Council,

Just a short followup from my note from yesterday. My interpretation of what makes America great is the ability for those with the best ideas to succeed. I urge you to adopt council member Evan's amendment to the taxi cab bill. I remind you that there is nothing keeping dc cabs from out innovate Uber in return. If DC cabs can come together to lobby the city council to regulate Uber, why could they not come together to compete against Uber? I would be willing to bet that for what they spent to lobby you, they could have easily developed their own app for computerized dispatch.

Competition is good for the city, its good for the customer (voter), and it results in better products. Please send a message that the DC customer (voter) is what matters. In my opinion DC cab drivers spend to much time thinking about themselves and not the service their customer is receiving. I hope this a wake up call that they so badly need.

Respectfully,  
Houston Moncure

----- Original Message -----

**Subject:**RE: A DC Uber fan

**Date:**Tue, 10 Jul 2012 14:17:05 -0400

**From:**Evans, Jack (COUNCIL) <[REDACTED]>

**To:**'A. Houston Moncure' <[REDACTED]>

[REDACTED]

Schannette Grant on behalf of Jack Evans  
Chief of Staff

---

**From:** Andrew Moncure [[mailto:\[REDACTED\]](#)] **On Behalf Of** A. Houston Moncure  
**Sent:** Monday, July 09, 2012 5:49 PM  
**To:** Mendelson, Phil (COUNCIL); Cheh, Mary (COUNCIL); Brown, Michael (Council); Graham, Jim (COUNCIL); Evans, Jack (COUNCIL); Bowser, Muriel (COUNCIL); McDuffie, Kenyan (Council); Wells, Thomas (COUNCIL); Alexander, Yvette (COUNCIL); Barry, Marion (COUNCIL); Catania, David A. (COUNCIL); Orange, Vincent B. (Council); [REDACTED]  
**Subject:** A DC Uber fan

Dear DC City Council,

I have spent nearly my entire life living in DC. I am probably the cities biggest fan. I have never felt the need to write a letter such as this before.

I believe i might have a different take on Uber that has not already been put forth. The hazing and degrading nature of DC cabs had made me stick only to neighborhoods close to my home or very near a metro stop. I remember with disgust memorizing the zone map as i several times had drivers who would go out of their way to cross a zone unnecessarily just to collect a higher fare. It got to the point where i had to tell them exactly how to drive. I also remember all of the trips where the driver did not have (or at least would tell me that they did not have) change for a fare. Also, several friends of mine were victims of driver assault as the result of questioning the numerous extras added to the fare. I soon found that i would only go places on the red line.

I have since discovered that DC has much more than I had previously known. Since Uber started in DC, i have spent more time in DC bars, restaurants, and local non-chain shops, than i have ever before. Most of these establishments are in areas and neighborhoods that i had never spent any time in. This seems standard among my peers.

I am a young professional and frankly Uber's rates are a little high for my budget. But the experience with Uber is well worth it. I would like to clarify that by experience what i am really meaning is the bare minimum of civility and ease of the transaction that one might expect from a private company. Uber does nothing that DC Cabs could not easily replicate. There would be no market for Uber if DC cabs preformed their function well. **In all honesty it should be a huge wake up call to DC Cabs that during a terrible recession, consumers are willing to pay a huge premium to avoid using a regular cab.** Uber showed DC cabs that customer experience is very important and it takes no more than the basic functions for customer usability that Uber provides over a smartphone. Patents aside, if cabs were so worried about Uber, why would they not out innovate this tiny company that in essence has modified a dispatch and billing system used the likes of Fedex, UPS, and other cargo carriers for years. With thousands of cabs in DC, they certainly have the advantage over Uber. If this anti Uber bill passes it really is the cabs that suffer. Rather than learning that they have to innovate their way out of their problems like every other business out there, they will continue to oppose innovation including the smart meters etc that could revolutionize the customer experience like it has in other cities.

You can regulate Uber but the challenge is on. Uber has proved the market is there and willing to pay. Someone else, if not Uber will find the solution to get around this regulation. So what do we do from there? Continue using your time to protect a bad product from improving itself. Lets look at the real issue. Ubers success only means people hate DC cabs.

Respectfully,

Houston Moncure

--

A. Houston Moncure  
Director of Development and Technology  
Bluefields Bay: Jamaican Seaside Villas



**From:** [Colleen Cooper](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Reconsider the "Uber Amendments" and do not pass Bill 19-630  
**Date:** Tuesday, July 10, 2012 9:53:08 AM

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Dear Chairman Mendelson and Councilmembers,

I am writing you to voice my strong opposition to the "Uber Amendments" as outlined in Councilmember Cheh's Bill 19-630, the "Taxicab Service Improvement Amendment Act of 2012." The proposed language lacks foresight, arbitrarily establishes a perpetual price floor on an independent business and continues the District's longstanding policy of, with the exception of the former Mayor Fenty forcing a move to a metered system, completely kowtowing to an industry that continues to have persistent issues with accountability, consistency of service, ability to charge riders properly and fleet maintenance.

I live and work in the District of Columbia and as you are all acutely aware our taxi system has been in dire need of modernization for years. While I do agree with much of the language in the proposed amendment I cannot understand why the Council would invite further shame on itself by effectively creating a monopoly for the taxicab industry at the expense of private enterprise and the residents of the District of Columbia. For the record, you should all note that the private sector began to solve the District's taxicab woes with the arrival of an effective alternative, not the District government. It should speak volumes to each of you that many residents would rather pay a premium and wait longer to ride in an Uber car than take a taxi.

I would like to specifically point out the shortsightedness of the "minimum fare" language in Section 8 of the proposed amendment. By pegging Uber's minimum price to five times that of the drop rate for a taxi the Council is ensuring that every time the taxicab drivers strike a better deal for themselves with the DC Taxicab Commission and increase their drop rate, Uber's will have to follow suit. Why would the Council want to force a company to charge the residents of the District of Columbia more for a service, regardless of whether or not that company wants to raise prices? There is zero public interest for mandating a price floor for sedan and competitive alternatives to taxi service. This regulation will destroy an otherwise functioning market to unfairly benefit a single group of people.

The minimum fare language would also prevent Uber from bringing a lower cost hybrid fleet to the District, something the District government has been trying, and failing, to get done for years. Yet when presented with an opportunity to actually achieve this goal Council decides to legislate it out of existence.

If the amendment is passed as written I would expect a vocal backlash, and not just from the large group of taxicab drivers that protested outside the Wilson Building yesterday, July 9th. Why the Council would want to continue to placate a taxicab industry that continues to fight change every step of the way is beyond my ability of comprehension. Why the Council would also wish to represent itself as being in the business of reducing competition in the marketplace at the expense of consumers and private enterprise is also beyond my ability of comprehension.

I urge you to reconsider the "Uber Amendments" and to not pass Bill 19-630 if the language is kept in it.

Sincerely,

Colleen Cooper



**From:** [Taavi Leemet](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#)  
**Subject:** Regarding the UBER Ammendment  
**Date:** Tuesday, July 10, 2012 6:54:31 AM

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Dear All,

This letter is written to ask you to please strike down the MINIMUM FARE language from the Uber Amendment!

With Best Regards, Taavi Leemet


**From:** [Graham Grossman](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Registering support for taxi alternatives like uber  
**Date:** Monday, July 09, 2012 5:16:46 PM

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Taxis in DC are terrible and never fun to have to rely on. Please vote against the uber amendment. As a property owner and resident of Capitol Hill I've used the service many times for both work and play and would like to keep it a travel option.

Also, continue to push for the H Street street car implementation please. I remember it having a delivery date of Jan 2012 in one of the Mayor's recent budget docs...

Thanks,  
Graham



**From:** [Justin Friedman](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Reject the Uber amendment in its entirety  
**Date:** Monday, July 09, 2012 5:56:26 PM

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Dear Councilmembers:

I am a longtime Ward 1 resident and native of the Washington area, and I ask you to please reject the so-called [Uber amendment](#) to the taxi modernization bill.

I am a frequent user of our city's taxicabs during the daytime, but find them to be occasionally unavailable in the evening, when I need them most. Uber has become invaluable as a safe alternative to walking or driving at night. A ride is there when I want it, and the drivers are polite and courteous. The black cars are fancier than I need, which is why I support Uber's efforts to bring lower cost, on-demand cars to our city.

Uber informed me that the Council is considering legislation that would set an artificial floor for Uber's services. Upon investigation, I learned that this amendment would also exempt Uber from taxicab regulation. Therefore, I ask you to reject the amendment in its entirety. Uber deserves to be regulated in order to ensure its cars are operated safely and its customers are treated fairly. However, the City has no business setting minimum fares many times that of alternative modes of transportation merely to protect entrenched interests. Some healthy competition will encourage taxi drivers to keep their cabs clean and well-maintained, and treat their customers with respect.

Let Uber compete and reject the amendment in its entirety.

I look forward to knowing your views on the outcome of this issue.

Sincerely,

**Justin Friedman**

[REDACTED]

Washington, DC 20009

[REDACTED]

**From:** [Katherine Malone](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove Minimum Fare Language from the Uber Ammendment!  
**Date:** Tuesday, July 10, 2012 11:42:32 AM

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Dear DC Council members,

I have recently heard of the motion to fix taxi fare rates for outside private taxi services such as Uber. This creates an unfair advantage to entrepreneurs trying to get a foothold in a "fixture" industry such as a city taxi service, stifling innovation and the potential for offering better, higher quality service.

It's creative entrepreneurs like Uber that will help raise the standard and offer options for it's citizens. The proposed MINIMUM FARE language will stifle the growth of companies like these who will only do good for an industry sector by bringing innovation, competition, and creativity.

To enforce a fixed minimum rate to push out competition to the taxi industry is unethical and saddening to see it even considered. Uphold your integrity and keep fair competition alive by voting against this law.

Yours sincerely,

Katherine Malone

[http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+timferriss+%28The+Blog+of+Author+Tim+Ferriss%29](http://www.fourhourworkweek.com/blog/2012/07/10/the-council-that-kicked-the-hornets-nest-a-rare-call-to-action/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+timferriss+%28The+Blog+of+Author+Tim+Ferriss%29)

**From:** [Leigh Davenport-deBoer](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove minimum fare language from Uber Amendment  
**Date:** Monday, July 09, 2012 7:01:59 PM

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Dear Councilmembers,

Strike down the MINIMUM FARE language from the Uber Amendment. On Independence Day, Uber announced a roll out of a lower cost service called UberX, a less expensive Uber option on an all-hybrid fleet. Because of the Uber amendment to the taxi modernization bill, we may not get to enjoy a similar service here in DC. As a DC resident and Uber supporter, I urge you to strike down the MINIMUM FARE language from the Uber Amendment in the Taxi Improvement Bill immediately (section 8C), and allow Uber to continue to set their own price for services they provide.

Sincerely,  
Leigh Davenport

**From:** [Tom Houston](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Cc:** [Bellanca, Amy \(Council\)](#)  
**Subject:** Remove sedan service minimums  
**Date:** Tuesday, July 10, 2012 11:59:24 AM

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Councilmember Brown,

I am writing to you to urge you to remove minimum fare for sedan-class service clause from the so called Uber Amendments.

Taxicabs in the District provide citizens with lackluster service, blatantly disregard the regulations prohibiting smoking in the vehicles, talking on the phone while driving, and providing air conditioning to passengers, and they do so at a cost to riders that is greater than any other urban area of this size.

Uber is a viable, albeit more expensive, alternative. I, along with many others, choose to pay a premium for vehicles that are safe and clean, made within the past 10 years, arrive when called, and provide drivers who are courteous.

It is incomprehensible to me that you would support a law that would handicap one business model in favor of a monopolistic consortium of taxicab drivers in which passengers have no say in the prices they are charged. If a private enterprise is able to provide the same service at a similar or even lower cost, then that business should be rewarded, not punished. Taxicab drivers should not assume, nor should the Council ensure, that they are entitled to a certain amount of business; rather they should be made to compete for their share of a consumer driven market as any other business entity would. If they cannot compete, then you must allow consumers to have a choice and let the laws of supply and demand dictate market response. This embodies the principles of capitalism, the driving force of our economy.

Please do not let the voices of a few hundred cab drivers drown out the voices of their many thousands of dissatisfied passengers. We citizens are tired of high rates for bad service.

Allow consumers a choice.

I thank you for your time.

Sincerely,  
Thomas E. Houston  
Constituent, Property Owner & Registered Voter (Democrat)  
[REDACTED]  
Washington, DC 20001

**From:** [Tom Houston](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Cc:** [Wynn, Monique \(COUNCIL\)](#)  
**Subject:** Remove sedan service minimums  
**Date:** Tuesday, July 10, 2012 11:58:45 AM

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Councilmember Mendelson,

I am writing to you to urge you to remove minimum fare for sedan-class service clause from the so called Uber Amendments.

Taxicabs in the District provide citizens with lackluster service, blatantly disregard the regulations prohibiting smoking in the vehicles, talking on the phone while driving, and providing air conditioning to passengers, and they do so at a cost to riders that is greater than any other urban area of this size.

Uber is a viable, albeit more expensive, alternative. I, along with many others, choose to pay a premium for vehicles that are safe and clean, made within the past 10 years, arrive when called, and provide drivers who are courteous.

It is incomprehensible to me that you would support a law that would handicap one business model in favor of a monopolistic consortium of taxicab drivers in which passengers have no say in the prices they are charged. If a private enterprise is able to provide the same service at a similar or even lower cost, then that business should be rewarded, not punished. Taxicab drivers should not assume, nor should the Council ensure, that they are entitled to a certain amount of business; rather they should be made to compete for their share of a consumer driven market as any other business entity would. If they cannot compete, then you must allow consumers to have a choice and let the laws of supply and demand dictate market response. This embodies the principles of capitalism, the driving force of our economy.

Please do not let the voices of a few hundred cab drivers drown out the voices of their many thousands of dissatisfied passengers. We citizens are tired of high rates for bad service.

Allow consumers a choice.

I thank you for your time.

Sincerely,  
Thomas E. Houston  
Constituent, Property Owner & Registered Voter (Democrat)  
[REDACTED]  
Washington, DC 20001

**From:** [Tom Houston](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Cc:** [Hutchinson, Jordan \(COUNCIL\)](#)  
**Subject:** Remove sedan service minimums  
**Date:** Tuesday, July 10, 2012 11:58:06 AM

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Councilmember Catania,

I am writing to you to urge you to remove minimum fare for sedan-class service clause from the so called Uber Amendments.

Taxicabs in the District provide citizens with lackluster service, blatantly disregard the regulations prohibiting smoking in the vehicles, talking on the phone while driving, and providing air conditioning to passengers, and they do so at a cost to riders that is greater than any other urban area of this size.

Uber is a viable, albeit more expensive, alternative. I, along with many others, choose to pay a premium for vehicles that are safe and clean, made within the past 10 years, arrive when called, and provide drivers who are courteous.

It is incomprehensible to me that you would support a law that would handicap one business model in favor of a monopolistic consortium of taxicab drivers in which passengers have no say in the prices they are charged. If a private enterprise is able to provide the same service at a similar or even lower cost, then that business should be rewarded, not punished. Taxicab drivers should not assume, nor should the Council ensure, that they are entitled to a certain amount of business; rather they should be made to compete for their share of a consumer driven market as any other business entity would. If they cannot compete, then you must allow consumers to have a choice and let the laws of supply and demand dictate market response. This embodies the principles of capitalism, the driving force of our economy.

Please do not let the voices of a few hundred cab drivers drown out the voices of their many thousands of dissatisfied passengers. We citizens are tired of high rates for bad service.

Allow consumers a choice.

I thank you for your time.

Sincerely,  
Thomas E. Houston  
Constituent, Property Owner & Registered Voter (Democrat)  
[REDACTED]  
Washington, DC 20001



**From:** [Tom Houston](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Cc:** [Allen, Charles \(COUNCIL\)](#); [O'Brien, Linda \(COUNCIL\)](#)  
**Subject:** Remove sedan service minimums  
**Date:** Tuesday, July 10, 2012 11:40:54 AM

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Councilmember Wells,

I am writing to you to urge you to remove minimum fare for sedan-class service clause from the so called Uber Amendments.

Taxicabs in the District provide citizens with lackluster service, blatantly disregard the regulations prohibiting smoking in the vehicles, talking on the phone while driving, and providing air conditioning to passengers, and they do so at a cost to riders that is greater than any other urban area of this size.

Uber is a viable, albeit more expensive, alternative. I, along with many others, choose to pay a premium for vehicles that are safe and clean, made within the past 10 years, arrive when called, and provide drivers who are courteous.

It is incomprehensible to me that you would support a law that would handicap one business model in favor of a monopolistic consortium of taxicab drivers in which passengers have no say in the prices they are charged. If a private enterprise is able to provide the same service at a similar or even lower cost, then that business should be rewarded, not punished. Taxicab drivers should not assume, nor should the Council ensure, that they are entitled to a certain amount of business; rather they should be made to compete for their share of a consumer driven market as any other business entity would. If they cannot compete, then you must allow consumers to have a choice and let the laws of supply and demand dictate market response. This embodies the principles of capitalism, the driving force of our economy.

Please do not let the voices of a few hundred cab drivers drown out the voices of their many thousands of dissatisfied passengers. We citizens are tired of high rates for bad service.

Allow consumers a choice.

I thank you for your time.

Sincerely,  
Thomas E. Houston  
Constituent, Property Owner & Registered Voter (Democrat)

Washington, DC 20001

**From:** [John Harris Curry](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove the "minimum fare" language from the Taxicab Amendment  
**Date:** Tuesday, July 10, 2012 10:43:31 AM

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Dear Council Members:

As a resident of DC for over 12 years, I was very happy to learn of the DC council's upcoming vote on necessary reforms to the laws governing taxicabs in the District.

While I think that council member Cheh's proposed amendments are largely positive, there is at least one aspect that I find troubling: the proposed minimum fare for sedan class vehicles (i.e., Uber). I strongly urge you to vote for removal of this provision from the proposed amendment.

The proposed minimum fare is nothing more than protection for a very broken taxicab industry when what we need is to promote competition (particularly less expensive competition) to better serve DC residents. The state of the current taxicab fleet is abysmal; the cars are old and frequently filthy, the drivers are rude, and unlike most cities in the United States, no one accepts credit cards. To deter entry into the market by people who may wish to offer safer, cleaner, more convenient, and less expensive alternatives would be extremely irresponsible of the DC Council.

Please, therefore, institute the much needed reforms to the taxicab industry without the minimum fare provision.

With best regards,

John Curry  
DC Resident  
Ward 6

**From:** [Troy Lyons](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove the minimum fare language  
**Date:** Tuesday, July 10, 2012 11:12:23 AM

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As a new resident of the District, I respectfully urge you all to support the Evans/Wells amendmentt which would rightfully remove language the City Council inserted to restrict the minimum fare language. Leaving the language as-is will unfairly squeeze out a business the City opposes. This is absurd, unjust and anti-small business. This sets a dangerous precedent--where will the Council stop at eliminating businesses it does not agree with.

As a DC tax payer, I choose to use Uber. It is affordable, reliable, friendly and comfortable. It is a great business model. I still use cabs but may cabs make it more attractive to use Uber because of poor service and the simple fact they do not accept credit cards.

Thank you,

Troy Lyons  
DC Tax Payer

**From:** [James Athey](#)  
**To:** [Cheh, Mary \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove the minimum fare language  
**Date:** Tuesday, July 10, 2012 11:05:09 AM

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I'm a Ward 3 voter (in Foxhall), and I use the Uber car service frequently for both business and personal trips. That's why I was dismayed to learn that the DC council is planning to amend the taxi modernization bill to force Uber to charge high prices - five times the minimum price of a cab fare!

This is a rotten, un-American, anti-competitive thing to do. I use Uber because I've learned the hard way that DC cabs are unreliable and unaccountable, particularly in Ward 3. They do not deserve protection from innovation! Without competition, how will they get better?

This fall, and again in 2014, I will only vote for council members who push for plentiful, reliable cabs and car services.

Sincerely,  
James Athey

**From:** [Jo Hu](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove the MINIMUM FARE language from the Uber Amendment  
**Date:** Tuesday, July 10, 2012 2:38:41 PM

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To the DC city council members,

So much for promoting innovation here in America. Instead of encouraging new businesses, those who support the the Minimum Fare language in the Uber Amendment are selling out and caving in to cold hard cash.

Be American and remove the Minimum Fare language from the Uber Amendment instead of giving in to special interest money. Competition in business is healthy whereas misguided, heavy handed government regulation leads to stagnation.

Sincerely,  
John

**From:** [Emily Schlichting](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#)  
**Cc:** [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Remove the minimum fare portion of the Uber Amendment  
**Date:** Monday, July 09, 2012 11:09:46 PM

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Hello Chairman Mendelson,

I am writing you as a DC resident and avid user of Uber and staunch opponent of the amendment you are considering tomorrow on the DC City Council. I absolutely love this service, which provides me a reliable and safe method of transportation in our great city.

It would be a complete disservice to the people of DC to prevent them from accessing such a great and affordable service. Please strike the minimum fare language from the amendment.

Respectfully,  
Emily Schlichting

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Emily Schlichting | [REDACTED] | [REDACTED]

**From:** [Lisa Schlosser](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** REMOVE THE UBER AMENDMENT  
**Date:** Tuesday, July 10, 2012 6:57:21 AM

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As someone who works and plays and spends money in your district - having UBER has inspired me to spend even more time in DC - I now have a choice beyond taxi cabs (which are infrequent at the times I need them) and an increasingly less reliant metro system.

I guarantee - without this UBER lower cost option - I will spend less time - and less money - in DC.

Thanks

**From:** [Sean McClafferty](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** REMOVE the Uber Amendments  
**Date:** Monday, July 09, 2012 5:31:25 PM  
**Importance:** High

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I'm writing as a concerned citizen for your help in ensuring that we have fair and quality transportation options here in the District.

I understand that the DC Council will vote tomorrow on the taxicab modernization bill which includes an amendment targeted at the Uber sedan service, in an attempt to prevent competition to the outdated and inadequate taxi system here in DC.

**I am asking you to REMOVE the Uber Amendment from this bill.**

Uber's service offers many of the things that DC's citizens have been clamoring for: safe, clean, courteous rides, payable by credit card and able to be ordered by smartphone. The taxicab industry is unwilling to provide this service and the taxicab commission is unwilling to require that it do so. In a free market society, Uber provides a valuable option that would help change market conditions and move the industry as a whole to increased service.

**Please REMOVE the Uber Amendment from this bill.**

Thank you!  
Sean McClafferty  
Washington, DC



**From:** [Jason Denby](#)  
**To:** [Graham, Jim \(COUNCIL\)](#)  
**Cc:** [Catania, David A. \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** Request  
**Date:** Monday, July 09, 2012 5:14:39 PM

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Good afternoon,

I am a resident of Ward 1 and have lived in DC for 10 years. When Metro is busting at the seams, taxis are in extremely poor condition (ie no air conditioning, they smell and drivers frequently have no idea where to drive,) I hope you all will allow the free market to work and will strike down the minimum fare language from the Uber Amendment.

The residents of DC and visitors should be able to choose their mode of transportation and the minimum fare language is unfair.

Thank you for considering this.

Jason Denby

**From:** [The Rev'd Canon Ken Leonczyk](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** request for help from minister on bill harmful to elderly and disabled  
**Date:** Monday, July 09, 2012 6:50:26 PM

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Dear Mr. Brown,

I am writing about the DC City Council's intention to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service to DC residents.

As a minister, I've seen the poor people and middle class people of this district struggle. They ought to be able to get lower priced transportation service even though the taxi lobby doesn't like the idea. Moreover, there is an **environmental issue-- Uber's fleet is a hybrid fleet and most taxis are gas guzzlers.**

As a representative of the people, I urge you to vote NO to the taxi modernization bill that harms the people of DC by forcing a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare. This is a boon to Taxis but a slap in the face to the regular people in this district who are struggling in tough times.**

Uber is not just for rich people. It is being used by poor people with disabilities and elderly people because of the level of service that they get for a fairly cheap price. If you mandate higher prices, these elderly people and people with disabilities will be left with no choice but the taxi system-- a system that is often not sympathetic to their needs.

The Taxi lobby is strong. The people, the elderly, and those whom you've promised to protect and who look up to you are stronger. Please don't let them down. Please don't let us down. Please allow Uber to set its own prices. Please allow Uber to run an environmentally friendly fleet. Please allow them to keep prices low enough that people with physical disabilities and the elderly can afford to use the service.

Sincerely,

Rev. Ken Leonczyk

--

**The Reverend Canon Ken Leonczyk**

***To support our recent campaign for Congress please visit:***  
**[www.VoteKen2012.com](http://www.VoteKen2012.com)**

**From:** [The Rev'd Canon Ken Leonczyk](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** request for help from minister on bill harmful to elderly and disabled  
**Date:** Monday, July 09, 2012 6:50:25 PM

---

Dear Mr. Catania,

I am writing about the DC City Council's intention to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service to DC residents.

As a minister, I've seen the poor people and middle class people of this district struggle. They ought to be able to get lower priced transportation service even though the taxi lobby doesn't like the idea. Moreover, there is an **environmental issue-- Uber's fleet is a hybrid fleet and most taxis are gas guzzlers.**

As a representative of the people, I urge you to vote NO to the taxi modernization bill that harms the people of DC by forcing a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare. This is a boon to Taxis but a slap in the face to the regular people in this district who are struggling in tough times.**

Uber is not just for rich people. It is being used by poor people with disabilities and elderly people because of the level of service that they get for a fairly cheap price. If you mandate higher prices, these elderly people and people with disabilities will be left with no choice but the taxi system-- a system that is often not sympathetic to their needs.

The Taxi lobby is strong. The people, the elderly, and those whom you've promised to protect and who look up to you are stronger. Please don't let them down. Please don't let us down. Please allow Uber to set its own prices. Please allow Uber to run an environmentally friendly fleet. Please allow them to keep prices low enough that people with physical disabilities and the elderly can afford to use the service.

Sincerely,

Rev. Ken Leonczyk

--

**The Reverend Canon Ken Leonczyk**



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**[www.VoteKen2012.com](http://www.VoteKen2012.com)**

**From:** [The Rev'd Canon Ken Leonczyk](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Request from Ward 6 Minister for help on bill harmful to elderly and disabled  
**Date:** Monday, July 09, 2012 6:55:17 PM

---

Dear Mr. Wells,

I am a Minister who lives in Ward 6. I am writing about the DC City Council's intention to pass an amendment to the taxi modernization bill that would **make it illegal for Uber to lower its prices** or to offer a low cost service to DC residents.

As a minister, I've seen the poor people and middle class people of this district struggle. They ought to be able to get lower priced transportation service even though the taxi lobby doesn't like the idea. Moreover, there is an **environmental issue-- Uber's fleet is a hybrid fleet and most taxis are gas guzzlers.**

As a representative of the people, I urge you to vote NO to the taxi modernization bill that harms the people of DC by forcing a price floor to set Uber's minimum fare at today's rates and **no less than 5 times a taxi's minimum fare. This is a boon to Taxis but a slap in the face to the regular people in this district who are struggling in tough times.**

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Sincerely,

Rev. Ken Leonczyk  


--

**The Reverend Canon Ken Leonczyk**  


**From:** [Daniel Hewitt](#)  
**To:** [Evans, Jack \(COUNCIL\)](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Request to strike down minimum fare language from the Uber Amendment  
**Date:** Monday, July 09, 2012 6:16:31 PM

---

Councilmember Evans, I'm writing as a DC citizen and resident of Ward 2. I was disappointed today to read of an amendment in the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form. I would respectfully ask that Council strikes the minimum fare language in its current form from the Uber Amendment.

The residents of Washington, DC, now have a reliable and comfortable alternative to taxis. Out of deference to you and a respect for time, I won't go into detail on the myriad issues DC taxis have. However, I will say that the marketplace is now providing a safe, clean, and effective option for DC residents who no longer feel well-served by DC taxis--and the Council should support DC residents in these decisions.

Thank you for your time and for your service to our city.

Best regards -

Dan Hewitt

[REDACTED]

Washington, DC 20005

**From:** [Tom Jennings](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Request to vote AGAINST UBER minimum fare language  
**Date:** Monday, July 09, 2012 7:53:08 PM

---

Dear Councilman Catania,

I am writing to you to seek your vote against the minimum fare language in the UBER amendment. I have been a Resident of the District of Columbia for 10 years and I have never written a letter to a Councilmember urging a vote on any issue, largely because I have confidence in the council's ability to effectively govern the District of Columbia. I have voted for you in every election and I remain a strong supporter (and I happen to also be a gay former Republican, but I gloss over that nowadays!). I am writing because I am infuriated by the Uber Minimum Fare Language that the council is set to vote on tomorrow. The DC taxi lobby has been far too strong for far too long. DC cabs are the oldest, dirtiest and most poorly run cabs of any city in the WORLD that I have ever visited. DC cab drivers have attempted to cheat me on nearly every ride I have taken to the airport in the last 10 years. DC cab drivers refuse to take me to destinations on a regular basis. Emails to the DCTC regularly go unanswered. UBER began service in DC last year and they have been like knights in shining armour offering nearly PERFECT service and quickly responding to complaints about sub-par service on the two occasions that I had hiccups in my service. Their fares tend to be a bit higher than cab service, but the non-cash based appointment service where a user reserves a car from their phone has been tremendously reliable.

I strongly encourage you to vote AGAINST the language in the UBER amendment that would prevent them from lowering fares, especially for their all hybrid alternative fleet. We should be ENCOURAGING, not prohibiting companies such as UBER who have nearly universal approval among their customers. This competition will ultimately HELP THE DC TAXI CAB INDUSTRY by forcing them to improve their service. Thank you for your consideration.

Thomas S. Jennings

[REDACTED]

Washington, DC 20036

[REDACTED]

**From:** [Newman, Andrew \(Council\)](#)  
**To:** [Zvenyach, Vladlen David \(Council\)](#)  
**Subject:** RE: Requests for the Legislative Meeting on July 10, 2012  
**Date:** Monday, July 09, 2012 9:59:50 AM

---

Thank you, Dave!  
Drew

-----Original Message-----

From: Zvenyach, Vladlen David (Council)  
Sent: Monday, July 09, 2012 9:57 AM  
To: Newman, Andrew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

No. [REDACTED].  
VDZ

V. David Zvenyach  
General Counsel  
Council of the District of Columbia  
[REDACTED]  
[www.dccouncil.us](http://www.dccouncil.us)

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To: Newman, Andrew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

Drew,

[REDACTED] Let me know if

you have any questions.  
Regards,  
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committee without amendment or modification or reassign the measure to another committee.

V. David Zvenyach  
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Cc: Cash, Evan W. (Council); Orlins, Matthew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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VDZ

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Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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If so, we need a discharge motion to proceed?

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Sent: Friday, July 06, 2012 4:19 PM  
To: Newman, Andrew (Council); Zvenyach, Vladlen David (Council)  
Cc: Cash, Evan W. (Council); Orlins, Matthew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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Cc: Cash, Evan W. (Council); Orlins, Matthew (Council)



Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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How are these resolutions different?

Thanks,  
Drew

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To: Newman, Andrew (Council); Smith, Nyasha (Council)  
Cc: Cash, Evan W. (Council); Orlins, Matthew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

[REDACTED]

VDZ

---

From: Newman, Andrew (Council)  
Sent: Friday, July 06, 2012 2:52 PM  
To: Smith, Nyasha (Council)  
Cc: Zvenyach, Vladlen David (Council); Cash, Evan W. (Council); Orlins, Matthew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

Ah – ok.

How about we amend our environmental bill that is up for second reading, B19-515, to strike “and days of Council recess” from D.C. Code § 8-101.06 (b). This would result in the rules being passively approved on August 6.

Thanks,  
Drew

From: Smith, Nyasha (Council)  
Sent: Friday, July 06, 2012 2:38 PM  
To: Newman, Andrew (Council)  
Cc: Zvenyach, Vladlen David (Council); Cash, Evan W. (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

Not to my knowledge. You are not required by law to hold a hearing, but you need at least a mark-up.

Dave and Evan, are you aware of a provision in law or our rules that would permit approval of rulemakings without Committee action?

From: Newman, Andrew (Council)  
Sent: Friday, July 06, 2012 2:30 PM  
To: Smith, Nyasha (Council)  
Subject: Re: Requests for the Legislative Meeting on July 10, 2012

No, we didn't. I thought that approving rulemakings didn't require Committee action. Is it necessary?

Sent from my iPhone

On Jul 6, 2012, at 2:25 PM, "Smith, Nyasha (Council)"

<[mailto:](#)> wrote:  
Hey Drew:

Have you marked up this measure?

· PR19-795, the New Source Review Approval Resolution of 2012

These proposed rules would amend the District's New Source Review (NSR) requirements, which apply to new and modified major-emission sources that have the ability to significantly affect air quality or to interfere with other programs created to achieve the National Ambient Air Quality Standards (NAAQS). NAAQS, which was established by the Environmental Protection Agency, apply to six pollutants. The District has been deemed to be a non-attainment area for two of them: ozone and particulate matter. The proposed changes to the District's NSR regulations are necessary to meet Clean Air Act requirements that the District make reasonable progress toward complying with the NAAQS. Moreover, the changes are required under the District's federal grant commitments. Without active approval from the Council, the regulations would not be deemed approved until November 1, 2012.

Nyasha

From: Newman, Andrew (Council)  
Sent: Friday, July 06, 2012 12:08 PM  
To: Members and Staff (COUNCIL)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

The notice below is revised to reflect:

· The Chairman's change in policy against Rule 231(c) waivers in favor of COW Rule 403(b) waivers.

· The fact that the Mayor is withdrawing Reprogramming No. 19-167 because it is no longer timely.

· The Subcommittee on Redistricting's decision that the changes proposed by the Mayor in the Residential Permit Parking Zone Boundaries Emergency Amendment Act do not align with what it had intended.

Attached are copies of the draft emergency legislation.

Please let me know if you have any questions.

Thanks,  
Drew

From: Newman, Andrew (Council)  
Sent: Thursday, July 05, 2012 11:59 AM  
To: Members and Staff (COUNCIL)  
Subject: Requests for the Legislative Meeting on July 10, 2012

Council of the District of Columbia

Notice

<image001.png>To: Chairman Phil Mendelson

From: Councilmember Mary M. Cheh

Subject: Requests for the Legislative Meeting on July 10, 2012

Date: July 5, 2012

I am writing to make the following requests for the Legislative Meeting on Tuesday, July 10, 2012:

#### I. Measures approved by the Committee

Today, the Committee on the Environment, Public Works, and Transportation is meeting to consider the following bill:

- B19-354, the Employee Transportation Act of 2012

If approved, I will timely file the Committee Reports for this legislation with the Office of the Secretary. I, therefore, request that this bill be agendized for the Committee of the Whole Meeting, pursuant to Committee of the Whole Rule 403(b), and the Legislative Meeting on Tuesday, July 10, 2012, pursuant to Council Rule 231(c).

#### II. Non-Consent Agenda

I request that the following measures, which are scheduled for Final Reading, be placed on the Non-Consent agenda for the Legislative Meeting on Tuesday, July 10, 2012:

- B19-514, the Neighborhood Spillover Parking Protection Act of 2012
- B19-671, the Driver Privacy Protection Amendment Act of 2012
- B19-630, the Taxicab Service Improvement Amendment Act of 2012

During First Reading last month, Councilmember Graham raised concerns about B19-514. Since then, we have worked together and we will be jointly moving an amendment to this bill to address those concerns.

I will be moving an amendment to B19-671 to ensure that the driver privacy protections apply not only to motor vehicle records under the control of DMV but also motor vehicle accident records under the control of MPD.

I also intend to move an amendment to B19-630 to strengthen the accessibility provisions in the bill, clarify the legality of services like Uber, and to address concerns raised by taxicab drivers.

#### III. Proposed Resolutions

Additionally, I request that the following resolutions be agendized for the Legislative Meeting on Tuesday, July 10, 2012:

- PR19-795, the New Source Review Approval Resolution of 2012

These proposed rules would amend the District's New Source Review (NSR) requirements, which apply to new and modified major-emission sources that have the ability to significantly affect air quality or to interfere with other programs created to achieve the National Ambient Air Quality Standards (NAAQS). NAAQS, which was established by the Environmental Protection Agency, apply to six pollutants. The District has been deemed to be a non-attainment area for two of them: ozone and particulate matter. The proposed changes to the District's NSR regulations are necessary to meet Clean

Air Act requirements that the District make reasonable progress toward complying with the NAAQS. Moreover, the changes are required under the District's federal grant commitments. Without active approval from the Council, the regulations would not be deemed approved until November 1, 2012.

- PR19-\_\_\_\_, the Reprogramming No. 19-167 Approval Resolution of 2012.

This resolution would approve Reprogramming No. 19-167, which would reallocate \$19 million in capital funds within DDOT to fund Phase II of the 11th Street Bridge project. It would also create four new Federal-aid Highway projects. Council approval is needed so that that DDOT can begin this work immediately.

#### IV. Emergency Legislation

Lastly, I would like to request that the following emergency legislation be agendized for the Legislative Meeting on Tuesday, July 10, 2012:

- District of Columbia Public Schools Partnership Emergency Act of 2012
- District of Columbia Public Schools Partnership Emergency Declaration Resolution of 2012
- District of Columbia Public Schools Partnership Temporary Amendment Act of 2012

The legislation would authorize District of Columbia Public Schools to enter into agreements with parent and community groups to assist individual schools in managing the use of their facilities by outside groups. Wilson High School has had such a partnership for nearly a decade. Ballou High School and other schools are interested in forming similar partnerships with parent and community groups. However, it is currently unclear as to whether DCPS has the authority to enter into such agreements now.

- District Department of Transportation Bicycle Sharing Fund Emergency Act of 2012
- District Department of Transportation Bicycle Sharing Fund Emergency Declaration Resolution of 2012
- District Department of Transportation Bicycle Sharing Fund Temporary Amendment Act of 2012

The legislation, which I am moving on behalf of the Mayor, would clarify the flow of revenue generated by DDOT's Capital Bikeshare program. DDOT operates and administers this program as a Federal-aid Highway project. Federal law requires that any income derived from a Federal-aid Highway project be rolled back into the program. The primary purpose of the emergency legislation is to officially establish the DDOT Bike Sharing program and to create a non-lapsing, revolving, special purpose revenue fund called the Bicycle Sharing Fund to dedicate all of the revenue from Bike Sharing program to the Fund.

- Residential Permit Parking Zone Boundaries Emergency Amendment Act of 2012

- Residential Permit Parking Zone Boundaries Emergency Declaration Resolution of 2012
- Residential Permit Parking Zone Boundaries Temporary Amendment Act of 2012

During the redistricting process last year, the Subcommittee on Redistricting recommended that “the current RPP zones not be changed despite ward boundary changes . . . [to] eliminate any impact on parking from the proposed redistricting plan.” This emergency legislation, which I am moving on behalf of the Mayor, would amend the DCMR to permit the previous residential permit parking zone boundaries to remain in effect, as the Subcommittee intended. Maintaining the current residential parking zone boundaries will allow the Executive to consult the public and to consider whether residential parking zone boundaries need to be changed.

- Blue Plains Intermunicipal Agreement of 2012 Congressional Approval Emergency Request Act of 2012

The Intermunicipal Agreement or “IMA” was originally adopted in 1985, as a regional agreement for wastewater treatment between five parties: the District of Columbia, Fairfax County, Montgomery County, Prince George’s County, and the Washington Suburban Sanitary Commission. Last month, the Council approved the 2012 revised IMA agreement, which has also been approved by all of the other participating jurisdictions. Since the Council’s approval of the 2012 revised IMA, the Attorney General determined that the Council needs to ask Congress to actively approve it and to amend the Home Rule Act to authorize the District to enter into future such intermunicipal agreements. This emergency legislation, which I moving on behalf of the Mayor, would make such a request to Congress.

- Taxicab Service Improvement Emergency Amendment Act of 2012
- Taxicab Service Improvement Emergency Declaration Resolution of 2012
- Taxicab Service Improvement Emergency Temporary Amendment Act of 2012

The legislation, which I am moving on behalf of the Mayor, would approve Contract No. DCPO-2012-C-0342 with VeriFone Systems, Incorporated, to develop, install and operate a Taxicab Smart Meter System (TSMS) that will include credit card readers, digital manifests, passenger and driver safety buttons, and other service improvements. This legislation will also authorize the Taxicab Commission to levy a surcharge, not to exceed \$0.50, per taxicab ride. The funds raised from this surcharge will be used to pay the cost of operating the Commission, the cost of the TSMS, and the cost of providing other service improvements, such as expanding the number of wheelchair accessible vehicles and the number of taxis serving underserved areas.

- Contract No. CW15690 Emergency Approval Resolution of 2012
- Contract No. CW15690 Emergency Declaration Resolution of 2012
- Contract No. CW15832 Emergency Approval Resolution of 2012
- Contract No. CW15832 Emergency Declaration Resolution of 2012

This legislation, which I am moving on behalf of the Mayor, would approve two contracts between the Department of Public Works and the Advantage Leasing Associates, LLC, and Acme Auto Leasing, LLC, for the procurement of new vehicles for the District's vehicle fleet. Because it will take between 60 and 90 days from the date that these contracts are approved to receive the new vehicles and because the agency wants to acquire these vehicles in FY 2012, it is necessary to approve these contracts on an emergency basis.

- District Department of Transportation Grant Authority Congressional Review Emergency Amendment Act of 2012

- District Department of Transportation Grant Authority Congressional Emergency Declaration Resolution of 2012

On May 1, 2012, the Council passed the District Department of Transportation Grant Authority Emergency Amendment Act of 2012. This legislation authorizes the DDOT to accept federal grants for the improvement of Union Station and to transfer these funds to the Union Station Redevelopment Corporation. This legislation is set to expire on August 9, 2012. The accompanying temporary legislation is scheduled to complete its Congressional Review period and become law on September 18, 2012. This Congressional Review legislation is necessary to avoid a gap between emergency and temporary legislation.

- Criminal Penalty for Unregistered Motorist Repeal Congressional Review Emergency Amendment Act of 2012

- Criminal Penalty for Unregistered Motorist Repeal Congressional Emergency Declaration Resolution of 2012

Every motor vehicle operated in the District must have a current and valid vehicle registration. Until emergency and temporary legislation was passed in October 2011, District law allowed police officers to make an arrest for a lapsed motor vehicle registration. Between the summer of 2010 and fall of 2011, several drivers were arrested under this provision. These arrests garnered local and national press coverage, leading to widespread criticism of a law that some saw as draconian. The current temporary bill is set to expire in August. On June 5, 2012, the Council passed the Criminal Penalty for Unregistered Motorist Repeal Amendment Act of 2012 on First Reading. However, this bill will not take effect until the fall. This Congressional review legislation is necessary to avoid a gap between temporary and permanent legislation.

If you have any questions regarding this legislation please contact my Legislative Director, Drew Newman, at [REDACTED]

cc: Office of the Secretary  
Office of the General Counsel  
Office of the Budget Director

**From:** [Zvenyach, Vladlen David \(Council\)](#)  
**To:** [Newman, Andrew \(Council\)](#)  
**Subject:** RE: Requests for the Legislative Meeting on July 10, 2012  
**Date:** Monday, July 09, 2012 9:57:16 AM

---

No. [REDACTED]  
VDZ

V. David Zvenyach  
General Counsel  
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[www.dccouncil.us](http://www.dccouncil.us)

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Council of the District of Columbia

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These proposed rules would amend the District's New Source Review (NSR) requirements, which apply to new and modified major-emission sources that have the ability to significantly affect air quality or to interfere with other programs created to achieve the National Ambient Air Quality Standards (NAAQS). NAAQS, which was established by the Environmental Protection Agency, apply to six pollutants. The District has been deemed to be a non-attainment area for two of them: ozone and particulate matter. The proposed changes to the District's NSR regulations are necessary to meet Clean Air Act requirements that the District make reasonable progress toward complying with the NAAQS. Moreover, the changes are required under the District's federal grant commitments. Without active approval from the Council, the regulations would not be deemed approved until November 1, 2012.

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If you have any questions regarding this legislation please contact my Legislative Director, Drew Newman, at [REDACTED]

cc: Office of the Secretary  
Office of the General Counsel  
Office of the Budget Director

**From:** [Newman, Andrew \(Council\)](#)  
**To:** [Zvenyach, Vladlen David \(Council\)](#)  
**Subject:** RE: Requests for the Legislative Meeting on July 10, 2012  
**Date:** Monday, July 09, 2012 9:40:45 AM

---

Thanks, Dave! Do I need to get signatures from other Committee members like we do when we call for an additional meeting? Who votes on the discharge motion before the Council, just the members of the Committee or the full body?

Thanks,  
Drew

-----Original Message-----

From: Zvenyach, Vladlen David (Council)  
Sent: Monday, July 09, 2012 8:14 AM  
To: Newman, Andrew (Council)  
Subject: RE: Requests for the Legislative Meeting on July 10, 2012

Drew,

[REDACTED]

Regards,  
Dave

#### 414. DISCHARGE.

The Council, by a vote of 2/3rds of the members present and voting, may discharge a committee from further consideration of a measure that has been assigned to the committee. Upon approval of the discharge motion, the Council shall consider the bill or resolution as if it had been reported from the committee without amendment or modification or reassign the measure to another committee.

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General Counsel  
Council of the District of Columbia  
[REDACTED]  
[www.dccouncil.us](http://www.dccouncil.us)

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Correct. And yes.  
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Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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Cc: Cash, Evan W. (Council); Orlins, Matthew (Council)  
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[REDACTED]

VDZ

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Subject: RE: Requests for the Legislative Meeting on July 10, 2012

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- The fact that the Mayor is withdrawing Reprogramming No. 19-167 because it is no longer timely.
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Attached are copies of the draft emergency legislation.

Please let me know if you have any questions.

Thanks,  
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From: Newman, Andrew (Council)  
Sent: Thursday, July 05, 2012 11:59 AM  
To: Members and Staff (COUNCIL)  
Subject: Requests for the Legislative Meeting on July 10, 2012

Council of the District of Columbia

Notice

<image001.png>To: Chairman Phil Mendelson  
From: Councilmember Mary M. Cheh  
Subject: Requests for the Legislative Meeting on July 10, 2012  
Date: July 5, 2012

I am writing to make the following requests for the Legislative Meeting on Tuesday, July 10, 2012:

I. Measures approved by the Committee

Today, the Committee on the Environment, Public Works, and Transportation is meeting to consider the following bill:

- B19-354, the Employee Transportation Act of 2012

If approved, I will timely file the Committee Reports for this legislation with the Office of the Secretary. I, therefore, request that this bill be agendized for the Committee of the Whole Meeting, pursuant to Committee of the Whole Rule 403(b), and the Legislative Meeting on Tuesday, July 10, 2012, pursuant to Council Rule 231(c).

II. Non-Consent Agenda

I request that the following measures, which are scheduled for Final Reading, be placed on the Non-Consent agenda for the Legislative Meeting on Tuesday, July 10, 2012:

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**From:** [Zvenyach, Vladlen David \(Council\)](#)  
**To:** [Newman, Andrew \(Council\)](#)  
**Subject:** RE: Requests for the Legislative Meeting on July 10, 2012  
**Date:** Monday, July 09, 2012 8:13:37 AM

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Drew,

Regards,  
Dave

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Council of the District of Columbia

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I. Measures approved by the Committee

Today, the Committee on the Environment, Public Works, and Transportation is meeting to consider the following bill:

- B19-354, the Employee Transportation Act of 2012

If approved, I will timely file the Committee Reports for this legislation with the Office of the Secretary. I, therefore, request that this bill be agendized for the Committee of the Whole Meeting, pursuant to Committee of the Whole Rule 403(b), and the Legislative Meeting on Tuesday, July 10, 2012, pursuant to Council Rule 231(c).

II. Non-Consent Agenda

I request that the following measures, which are scheduled for Final Reading, be placed on the Non-Consent agenda for the Legislative Meeting on Tuesday, July 10, 2012:

- B19-514, the Neighborhood Spillover Parking Protection Act of 2012
- B19-671, the Driver Privacy Protection Amendment Act of 2012
- B19-630, the Taxicab Service Improvement Amendment Act of 2012

During First Reading last month, Councilmember Graham raised concerns about B19-514. Since then, we have worked together and we will be jointly moving an amendment to this bill to address those concerns.

I will be moving an amendment to B19-671 to ensure that the driver privacy protections apply

not only to motor vehicle records under the control of DMV but also motor vehicle accident records under the control of MPD.

I also intend to move an amendment to B19-630 to strengthen the accessibility provisions in the bill, clarify the legality of services like Uber, and to address concerns raised by taxicab drivers.

### III. Proposed Resolutions

Additionally, I request that the following resolutions be agendized for the Legislative Meeting on Tuesday, July 10, 2012:

- PR19-795, the New Source Review Approval Resolution of 2012

These proposed rules would amend the District's New Source Review (NSR) requirements, which apply to new and modified major-emission sources that have the ability to significantly affect air quality or to interfere with other programs created to achieve the National Ambient Air Quality Standards (NAAQS). NAAQS, which was established by the Environmental Protection Agency, apply to six pollutants. The District has been deemed to be a non-attainment area for two of them: ozone and particulate matter. The proposed changes to the District's NSR regulations are necessary to meet Clean Air Act requirements that the District make reasonable progress toward complying with the NAAQS. Moreover, the changes are required under the District's federal grant commitments. Without active approval from the Council, the regulations would not be deemed approved until November 1, 2012.

- PR19-\_\_\_\_, the Reprogramming No. 19-167 Approval Resolution of 2012.

This resolution would approve Reprogramming No. 19-167, which would reallocate \$19 million in capital funds within DDOT to fund Phase II of the 11th Street Bridge project. It would also create four new Federal-aid Highway projects. Council approval is needed so that that DDOT can begin this work immediately.

### IV. Emergency Legislation

Lastly, I would like to request that the following emergency legislation be agendized for the Legislative Meeting on Tuesday, July 10, 2012:

- District of Columbia Public Schools Partnership Emergency Act of 2012
- District of Columbia Public Schools Partnership Emergency Declaration Resolution of 2012
- District of Columbia Public Schools Partnership Temporary Amendment Act of 2012

The legislation would authorize District of Columbia Public Schools to enter into agreements with parent and community groups to assist individual schools in managing the use of their facilities by outside groups. Wilson High School has had such a partnership for nearly a decade. Ballou High School and other schools are interested in forming similar partnerships with parent and community groups. However, it is currently unclear as to whether DCPS has the authority to enter into such agreements now.

- District Department of Transportation Bicycle Sharing Fund Emergency Act of 2012

- District Department of Transportation Bicycle Sharing Fund Emergency Declaration Resolution of 2012
- District Department of Transportation Bicycle Sharing Fund Temporary Amendment Act of 2012

The legislation, which I am moving on behalf of the Mayor, would clarify the flow of revenue generated by DDOT's Capital Bikeshare program. DDOT operates and administers this program as a Federal-aid Highway project. Federal law requires that any income derived from a Federal-aid Highway project be rolled back into the program. The primary purpose of the emergency legislation is to officially establish the DDOT Bike Sharing program and to create a non-lapsing, revolving, special purpose revenue fund called the Bicycle Sharing Fund to dedicate all of the revenue from Bike Sharing program to the Fund.

- Residential Permit Parking Zone Boundaries Emergency Amendment Act of 2012
- Residential Permit Parking Zone Boundaries Emergency Declaration Resolution of 2012
- Residential Permit Parking Zone Boundaries Temporary Amendment Act of 2012

During the redistricting process last year, the Subcommittee on Redistricting recommended that "the current RPP zones not be changed despite ward boundary changes . . . [to] eliminate any impact on parking from the proposed redistricting plan." This emergency legislation, which I am moving on behalf of the Mayor, would amend the DCMR to permit the previous residential permit parking zone boundaries to remain in effect, as the Subcommittee intended. Maintaining the current residential parking zone boundaries will allow the Executive to consult the public and to consider whether residential parking zone boundaries need to be changed.

- Blue Plains Intermunicipal Agreement of 2012 Congressional Approval Emergency Request Act of 2012

The Intermunicipal Agreement or "IMA" was originally adopted in 1985, as a regional agreement for wastewater treatment between five parties: the District of Columbia, Fairfax County, Montgomery County, Prince George's County, and the Washington Suburban Sanitary Commission. Last month, the Council approved the 2012 revised IMA agreement, which has also been approved by all of the other participating jurisdictions. Since the Council's approval of the 2012 revised IMA, the Attorney General determined that the Council needs to ask Congress to actively approve it and to amend the Home Rule Act to authorize the District to enter into future such intermunicipal agreements. This emergency legislation, which I moving on behalf of the Mayor, would make such a request to Congress.

- Taxicab Service Improvement Emergency Amendment Act of 2012
- Taxicab Service Improvement Emergency Declaration Resolution of 2012
- Taxicab Service Improvement Emergency Temporary Amendment Act of 2012

The legislation, which I am moving on behalf of the Mayor, would approve Contract No. DCPO-2012-C-0342 with VeriFone Systems, Incorporated, to develop, install and operate a Taxicab Smart Meter

System (TSMS) that will include credit card readers, digital manifests, passenger and driver safety buttons, and other service improvements. This legislation will also authorize the Taxicab Commission to levy a surcharge, not to exceed \$0.50, per taxicab ride. The funds raised from this surcharge will be used to pay the cost of operating the Commission, the cost of the TSMS, and the cost of providing other service improvements, such as expanding the number of wheelchair accessible vehicles and the number of taxis serving underserved areas.

- Contract No. CW15690 Emergency Approval Resolution of 2012
- Contract No. CW15690 Emergency Declaration Resolution of 2012
- Contract No. CW15832 Emergency Approval Resolution of 2012
- Contract No. CW15832 Emergency Declaration Resolution of 2012

This legislation, which I am moving on behalf of the Mayor, would approve two contracts between the Department of Public Works and the Advantage Leasing Associates, LLC, and Acme Auto Leasing, LLC, for the procurement of new vehicles for the District's vehicle fleet. Because it will take between 60 and 90 days from the date that these contracts are approved to receive the new vehicles and because the agency wants to acquire these vehicles in FY 2012, it is necessary to approve these contracts on an emergency basis.

- District Department of Transportation Grant Authority Congressional Review Emergency Amendment Act of 2012
- District Department of Transportation Grant Authority Congressional Emergency Declaration Resolution of 2012

On May 1, 2012, the Council passed the District Department of Transportation Grant Authority Emergency Amendment Act of 2012. This legislation authorizes the DDOT to accept federal grants for the improvement of Union Station and to transfer these funds to the Union Station Redevelopment Corporation. This legislation is set to expire on August 9, 2012. The accompanying temporary legislation is scheduled to complete its Congressional Review period and become law on September 18, 2012. This Congressional Review legislation is necessary to avoid a gap between emergency and temporary legislation.

- Criminal Penalty for Unregistered Motorist Repeal Congressional Review Emergency Amendment Act of 2012
- Criminal Penalty for Unregistered Motorist Repeal Congressional Emergency Declaration Resolution of 2012

Every motor vehicle operated in the District must have a current and valid vehicle registration. Until emergency and temporary legislation was passed in October 2011, District law allowed police officers to make an arrest for a lapsed motor vehicle registration. Between the summer of 2010 and fall of 2011, several drivers were arrested under this provision. These arrests garnered local and national press coverage, leading to widespread criticism of a law that some saw as draconian. The current temporary bill is set to expire in August. On June 5, 2012, the Council passed the Criminal Penalty for Unregistered Motorist Repeal Amendment Act of 2012 on First Reading. However, this bill will not take effect until the fall. This Congressional review legislation is necessary to avoid a gap between temporary and permanent legislation.

If you have any questions regarding this legislation please contact my Legislative Director, Drew Newman, at [REDACTED]

cc: Office of the Secretary  
Office of the General Counsel  
Office of the Budget Director

**From:** [Hawkins, Robert \(COUNCIL\)](#)  
**To:** [Slattery, Jim \(Council\)](#)  
**Subject:** FW: Revised Taxi Amendments  
**Date:** Monday, July 09, 2012 6:12:44 PM  
**Attachments:** [image003.png](#)  
[REDACTED]

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For taxi tab

**ROB HAWKINS**

*Legislative Director*

Office of Muriel Bowser (Ward 4)  
Council of the District of Columbia  
1350 Pennsylvania Avenue, N.W. Suite 110  
Washington, DC 20004

Tel: [\(202\)](#) [REDACTED]

Fax: [\(202\)](#) [REDACTED]  
[REDACTED]

Click [here](#) to sign up for Councilmember Bowser's Focus on 4 e-newsletter.

---

**From:** Gluckman, Judah (Council)  
**Sent:** Monday, July 09, 2012 6:12 PM  
**To:** Hawkins, Robert (COUNCIL)  
**Subject:** FW: Revised Taxi Amendments

FYI...

Also this post from Uber may be worth noting. <http://www.princeofpetworth.com/2012/07/dc-council-is-voting-tomorrow-to-prevent-uber-from-lowering-rates/>

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**From:** Wendy Klancher [mailto:[REDACTED]]  
**Sent:** Saturday, July 07, 2012 6:13 PM  
**To:** Gold, Judi (COUNCIL); Gluckman, Judah (Council)  
**Subject:** FW: Revised Taxi Amendments

Judi and Judah:

Per my conversation with Judi, I am providing you with some concerns with the wheelchair-accessible taxi portions of the taxi bill (19-630) based on my experience as the project manager for TPB's wheelchair accessible taxi pilot, rollDC. As you know, the pilot successfully brought 20 wheelchair accessible cabs to DC (prior to the pilot, DC had none). The rollDC pilot's user group met on June 22 and discussed the wheelchair accessible portion of the bill. The concerns outlined below are shared by the group which includes taxi companies, drivers, consumers, DCTC, the Office of Disability Rights, and our consultant, KFH Group.

The rollDC User's Group all agree that given D.C.'s unique open entry licensing system, providing wheelchair accessible taxis requires different approaches than closed licensed systems. Many experts believe that under an open entry licensing system, mandates and other legislative requirements for wheelchair accessible cabs have a limited chance of being effective at getting

customers in wheelchairs the taxi service that they need.

**The original bill's proposal for a 5% mandate and a study to determine the appropriate number of wheelchair accessible cabs is a much better approach than the amendments (10% mandate, see attached).** Note in the table below that surrounding jurisdictions don't even have 5% of taxis wheelchair accessible – the range is .04 to 4%. The costs of purchasing and operating wheelchair accessible cabs are significantly higher than non-ramped taxis. I am concerned that mandates may place an undue financial hardship on taxi companies in the current environment (or a backlash against accessible cabs as an unintended consequence) and are not well supported with data. The purchase of a wheelchair vehicle is at least \$10k to 15k higher than a sedan taxi, and based on the pilot experience, approximately \$10k to \$13k more expensive to operate per year, per vehicle.

**Representatives of National disability organizations, not local, are leading disability coalition meetings** with Cheh's office and are advocating for a 100% wheelchair accessible cab mandate in the bill. The coalition has not included local disability advocates. The DC Office of Disability Rights Director, Derek Orr was involved in the last two meetings. Derek stated that DC is meeting the ADA, and supports a more reasonable approach to increasing the number of w/c accessible cabs. I believe that the National disability groups are basing the amendment requests on the experience of a lawsuit in NYC; a federal appeals court just overturned the original decision and said that [the NYC taxi system meets the ADA](#).

Cheh's office asked me to participate in the last two meetings with the disability coalition, and I spoke to the experience of the rollDC pilot and brought up the concerns described here.

**It appears that the taxi industry has not had the same opportunity as the National Disability groups to provide input on the bill and the amendments.** Since the taxi industry will have to make the requirements a reality, companies and drivers should have a chance to comment. A research analyst, Ernest Chrappah, from DCTC participated in the last two disability coalition meetings Cheh's office facilitated and spoke to some of the economic realities of accessible cabs.

**Much of the language on wheelchair accessible taxis is too specific,** and is more appropriate as a condition of a taxi company utilizing DC funds or loans to purchase and operate accessible cabs. (e.g. a 20 minute wait time for dispatched wheelchair accessible taxis is included. Disability advocates agree that wheelchair customers should have similar wait times to every other taxi customer...so if ambulatory passengers wait an hour because it's raining on a Friday afternoon, a person in a wheelchair can have a similar wait time).

**An amendment to the bill establishes a disability advisory committee to the DC Taxicab Commission which is a great addition.** I hope taxi companies are also included in the committee. In my experience, providers/operators and disability advocates working together accomplish more than one group working independently of each other, especially give local conditions here in D.C.

Please let me know if you'd like any additional information.

Hope you are staying cool!

Wendy



**Percent of Wheelchair Accessible Cabs, As of 5/13/2011  
By Jurisdiction in the Washington DC Metropolitan Area**

| Jurisdiction           | Total Number<br>of Wheelchair<br>Accessible Cabs | Total Taxi<br>Licenses | Percentage |
|------------------------|--------------------------------------------------|------------------------|------------|
| D.C.                   | 20                                               | 6,500                  | 0.3%       |
| Montgomery County      | 25                                               | 715                    | 3.5%       |
| Prince George's County | 10                                               | 775                    | 1.3%       |
| Arlington County       | 29                                               | 765                    | 3.8%       |
| City of Alexandria     | 3                                                | 729                    | 0.4%       |
| Fairfax County         | 23                                               | 576                    | 4.0%       |

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**From:** Madonna Long [[mailto:](#) [REDACTED]]  
**Sent:** Saturday, July 07, 2012 1:28 PM  
**To:** Wendy Klancher  
**Cc:** Kelly Buckland; Newman, Andrew (Council); [REDACTED] Dara Baldwin;  
[REDACTED] Catalino,  
Anthony (Council); Orr, Derek K. (EOM); Chrappah, Ernest (OSSE); Robert Coward; McFadden-Resper,  
Susie (EOM); Beth Newman; Buffy Ellis  
**Subject:** Re: Revised Taxi Amendments

Ok I responded to this addition.

I echo Kelly's appreciation for your hard work on this bill and these critical issues.

Given DC's experience with the wheelchair accessible taxi pilot and the unique regulatory structure, I believe that the best way to increase the number of wheelchair accessible taxis in DC is to do it in close collaboration with the taxi companies and people with disabilities. I believe more study is needed before a determination can be made on the number or percent of accessible cabs needed in DC given the cost implications. (Note the table below that shows the percentage of accessible cabs in surrounding jurisdictions; Arlington County has under 4% accessible). The proposed bill originally had language suggesting a study to determine the appropriate number of accessible cabs which is preferable to the amendment language distributed. The costs of purchasing and operating wheelchair accessible cabs are significantly higher than non-ramped taxis. I am concerned that mandates over 5% may place a financial hardship on taxi companies in the current

environment (or a backlash against accessible cabs as an unintended consequence) and are not well supported with data.

Again, they may be a higher cost but if everyone can utilize them. Its a civil rights issue Wendy, and if a cab companies are going to be in business they better serve all of the population with the same vehicle. The population of those utilizing wheelchairs is growing with Veterans and aging population. Also a study for what to show that DC is undeserved, so that more people who use wheelchairs can go longer without the SAME SERVICE as everyone else. I want 100% accessibility not a cheap 5%. I want everyone to use the same cab. When every cab is the same all can use it. ITS NOT just ABOUT WHEELCHAIR ACCESSIBILITY. Its about equal access. I totally agree with all that Kelly proposed below.  
Madonna Long

I also believe that the much of the language on wheelchair accessibility is too specific, and is more appropriate as a condition of any taxi company utilizing DC funds, loans or other support to purchase and operate accessible cabs.

***First of all if the language is not specific then nothing will be done.***

The bill's establishment of a disability advisory committee to the DC Taxicab Commission is a great addition. I hope taxi companies are also included in the committee. In my experience, providers/operators and disability advocates working together accomplish more than one group working independently of each other, especially give local conditions here in the District.

Please let me know if you'd like any additional information.

Have a great weekend.

On Fri, Jul 6, 2012 at 2:55 PM, Wendy Klancher <[REDACTED]> wrote:

Drew and Anthony,

I echo Kelly's appreciation for your hard work on this bill and these critical issues.

Given DC's experience with the wheelchair accessible taxi pilot and the unique regulatory structure, I believe that the best way to increase the number of wheelchair accessible taxis in DC is to do it in close collaboration with the taxi companies and people with disabilities. I believe more study is needed before a determination can be made on the number or percent of accessible cabs needed in DC given the cost implications. (Note the table below that shows the percentage of accessible cabs in surrounding jurisdictions; Arlington County

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The bill's establishment of a disability advisory committee to the DC Taxicab Commission is a great addition. I hope taxi companies are also included in the committee. In my experience, providers/operators and disability advocates working together accomplish more than one group working independently of each other, especially give local conditions here in the District.

Please let me know if you'd like any additional information.

Have a great weekend.

Wendy

**Percent of Wheelchair Accessible Cabs 5/13/2011****Washington DC Metro Area**

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|---------------------------|---------------------------------------|------------------------|------------|
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| Fairfax County            | 23                                    | 576                    | 4.0%       |

Wendy K. Klancher

Principal Transportation Planner

Metropolitan Washington Council of Governments

777 North Capitol Street N.E. Suite 300

Washington, D.C. 20002

Direct:

Fax:

TDD:

-----Original Message-----

From: Kelly Buckland [mailto: ]

Sent: Friday, July 06, 2012 2:55 PM

To: 'Newman, Andrew (Council)'; 'Dara Baldwin';

'Catalino, Anthony (Council)'; 'Orr, Derek K. (EOM)'; 'Chrappah, Ernest (OSSE)'; Wendy Klancher

Subject: RE: Revised Taxi Amendments

Thanks for this version Drew. It is very helpful in understanding the bill.

Also, thanks for all of your hard work on this bill. It is much improved since we met Monday. Unfortunately I don't think we are there yet. As promised here are my comments,

1. On Page 28, the bill states: " "(a) Taxicab service in the District shall be accessible to the disabled and in compliance with the Americans with Disabilities Act of 1990, approved July 26, 1990 (42 U.S.C. § 12101 et seq.)." Could we add: That it will also comply with the DC Human Rights Law (DC Code § 2-1402.31, which prohibits discrimination. Probably goes without saying, but I would be more comfortable if it was stated in the bill.

2. On Page 29 where it describes the DTAC, - where the bill describes the make-up of the Committee, it is unclear if "disability community." includes the representatives from the government agencies, or just the advocacy groups?

3. To prevent problems with the accessibility requirement language it needs to be changed to say something like: "Each taxicab company or association with 20 or more taxicabs in its fleet AS OF JULY 1, 2012, shall OPERATE accessible taxicabs as follows . . . " The first change (in all caps) is important to prevent companies from splitting up their cabs to get under the 20+ number and thus avoid the accessibility mandate. Then there should be a new provision requiring any new company (regardless of how many cabs they have) to make the same number of its fleet accessible. The second

change (in all caps) is meant to require the taxi companies to actually operate accessible cabs, rather than just claim that their accessible cabs are in the fleet, but under repair or some other excuse to avoid the accessibility mandate. The verb "operate" is better than "dedicate," which is really just ownership but not use.

4. I also, agree with Heather that while we appreciate the efforts you have made in these amendments to address our concerns, we cannot support this legislation as it does not provide for the two issues that I have expressed all through this process. We have always asked for 100% accessibility and "hailability". As I read this new version it limits accessible taxis to 10% of taxi fleets, and does not require any independent cabs to be accessible and we don't reach that goal until 2018.

Drew, unfortunately we were not clear enough in our proposal at our last meeting, maybe because we presented them verbally rather than in writing, but what we were asking for was a statement in the bill that would require cabs at some date to be 100% accessible and we were suggesting increments of 10% or some number similar EACH YEAR in fleets, and replacing every retiring inaccessible independent cab with a new accessible cab. This combination would get both fleets, and independent cabs accessible in ten years or some date near to that

In regard to your analysis of this bill being much better than no bill at all, we will need to discuss that as a coalition. However, I do think it would put us in an awkward position for all of the other reforms to be accomplished in this bill and access to be left in a large part to the DTAC.

Drew, again thanks for all of your hard work, we appreciate all of your efforts!

Kelly Buckland, Executive Director  
The National Council on Independent Living  
1710 Rhode Island Ave. NW, 5th Floor  
Washington, DC 20036

Phone: [REDACTED] [ext. 1004](tel:[REDACTED])

TTY: [REDACTED]

Fax: [REDACTED]

[www.NCIL.org](http://www.NCIL.org)

Follow us online at:

-----Original Message-----

From: Newman, Andrew (Council) [mailto:[REDACTED]]

Sent: Thursday, July 05, 2012 8:12 PM

To: Newman, Andrew (Council); Kelly Buckland; [REDACTED]

[REDACTED] Dara Baldwin; [REDACTED]

[REDACTED] [REDACTED] [REDACTED] Catalino,

Anthony (Council); Orr, Derek K. (EOM); Chrappah, Ernest (OSSE);

[REDACTED]

Subject: RE: Revised Taxi Amendments

Hello,

As promised, attached is the amendments shown as tracked changes in the bill. It is often easier to see proposed amendments in this form in the context of the overall bill.

Thanks,

Drew

-----Original Message-----

From: Newman, Andrew (Council)

Sent: Thursday, July 05, 2012 3:04 AM

To: Kelly Buckland; [REDACTED] [REDACTED] Dara

Baldwin; [REDACTED] [REDACTED]

[REDACTED] [REDACTED] Catalino, Anthony (Council); Orr,

Derek K. (EOM); Chrappah, Ernest (OSSE); [REDACTED]

Subject: Revised Taxi Amendments

Hello,

Thanks to everyone for participating in Monday's meeting and call. Anthony and I found the conversation to be helpful and productive. I really do think that we are making good progress to increasing the accessibility of our taxi system, and I hope that you agree.



Attached are two files. The first is the current draft of the taxi bill that was passed by the Council on First Reading last month. The second is the current draft of our amendments to the taxi bill that we intend to move on Tuesday. These amendments, I hope, address all of the issues raised on Monday.

Perhaps of greatest importance to the coalition, the amendments would create the following timetable, which is based on what was discussed on Monday:

"(A) At least 3% of each taxi fleet shall be wheelchair-accessible by December 31, 2014."

"(A-1) At least 6% of each taxi fleet shall be wheelchair-accessible by December 31, 2016."

"(A-2) At least 10% of each taxi fleet shall be wheelchair-accessible by December 31, 2018."

"(B) Based on the recommendations of the Committee, which shall be given great weight, the Commission shall increase this requirement to ensure that the District's taxicab system meets the legal requirements and demand for accessible taxicab service.

Additionally, language was strengthened from stating that the Commission may provide grants, loans or other financial assistance for accessible taxis to this:

"In consultation with the Disability Taxicab Advisory Committee, the Commission shall develop a program to provide grants, loans, or other types of financial assistance and incentives to applicants and owners of licensed taxicabs to offset the cost of buying, retrofitting, maintaining, and

operating a vehicle for use as a wheelchair-accessible taxicab.".

As I know that it can be hard to view these amendments in the context of the overall bill, I have asked one of our interns to create a track changes version of the bill showing these amendments. I expect to receive it around midday and will share it when it is ready.

Lastly, at 10:00 a.m., the Mayor is scheduled to announce the new taxi meter contract that will provide for many of the service improvements required by the taxi bill. Because these meters will include a way to capture the 50-cent per trip fee, the Chief Financial Officer will be issuing a new fiscal impact statement showing how much money will be raised by the fund. We expect the CFO to conclude that the 50-cent fee will raise about \$9 million in the first year and about \$12 million each year thereafter. As soon as we get this information, I'll forward it to you as well.

Anthony and I look forward to receiving your feedback on the draft amendments soon. We would greatly appreciate hearing from you by Friday afternoon so that we can work to address any remaining concerns over the weekend in preparation for Tuesday's vote.

Thanks,


Drew

--

Madonna Long



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**From:** [Gluckman, Judah \(Council\)](#)  
**To:** [Hawkins, Robert \(COUNCIL\)](#)  
**Subject:** FW: Revised Taxi Amendments  
**Date:** Monday, July 09, 2012 6:12:16 PM  
**Attachments:** [image003.png](#)  


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FYI...

Also this post from Uber may be worth noting. <http://www.princeofpetworth.com/2012/07/dc-council-is-voting-tomorrow-to-prevent-uber-from-lowering-rates/>

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**Sent:** Saturday, July 07, 2012 6:13 PM  
**To:** Gold, Judi (COUNCIL); Gluckman, Judah (Council)  
**Subject:** FW: Revised Taxi Amendments

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By Jurisdiction in the Washington DC Metropolitan Area**

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| Arlington County       | 29                                         | 765                 | 3.8%       |
| City of Alexandria     | 3                                          | 729                 | 0.4%       |
| Fairfax County         | 23                                         | 576                 | 4.0%       |

---

**From:** Madonna Long [mailto: [REDACTED]]  
**Sent:** Saturday, July 07, 2012 1:28 PM  
**To:** Wendy Klancher  
**Cc:** Kelly Buckland; Newman, Andrew (Council); [REDACTED] Dara Baldwin; [REDACTED] Catalino, Anthony (Council); Orr, Derek K. (EOM); Chrappah, Ernest (OSSE); Robert Coward; McFadden-Resper, Susie (EOM); Beth Newman; Buffy Ellis  
**Subject:** Re: Revised Taxi Amendments

Ok I responded to this addition.

I echo Kelly's appreciation for your hard work on this bill and these critical issues.

Given DC's experience with the wheelchair accessible taxi pilot and the unique regulatory structure, I believe that the best way to increase the number of wheelchair accessible taxis in DC is to do it in close collaboration with the taxi companies and people with disabilities. I believe more study is needed before a determination can be made on the number or percent of accessible cabs needed in DC given the cost implications. (Note the table below that shows the percentage of accessible cabs in surrounding jurisdictions; Arlington County has under 4% accessible). The proposed bill originally had language suggesting a study to determine the appropriate number of accessible cabs which is preferable to the amendment language distributed. The costs of purchasing and operating wheelchair accessible cabs are significantly higher than non-ramped taxis. I am concerned that mandates over 5% may place a financial hardship on taxi companies in the current environment (or a backlash against accessible cabs as an unintended consequence) and are not well supported with data.

Again, they may be a higher cost but it everyone can utilize them. Its a civil rights issue Wendy, and if a cab companies are going to be in business they better serve all of the population with the same vehicle. The population of those utilizing wheelchairs is growing with Veterans and aging population. Also a study for what to show that DC is undeserved, so that more people who use wheelchairs can go longer without the SAME SERVICE as everyone else. I want 100% accessibility not a cheap 5%. I want everyone to use the same cab. When every cab is the same all can use it. ITS NOT just ABOUT WHEELCHAIR ACCESSIBILITY. Its about equal access. I totally agree with all that Kelly proposed below.  
Madonna Long

I also believe that the much of the language on wheelchair accessibility is too specific, and is more appropriate as a condition of any taxi company utilizing DC funds, loans or other support to purchase and operate accessible cabs.

***First of all if the language is not specific then nothing will be done.***

The bill's establishment of a disability advisory committee to the DC Taxicab Commission is a great addition. I hope taxi companies are also included in the committee. In my experience, providers/operators and disability advocates working together accomplish more than one group working independently of each other, especially give local conditions here in the District.

Please let me know if you'd like any additional information.

Have a great weekend.

On Fri, Jul 6, 2012 at 2:55 PM, Wendy Klancher <[REDACTED]> wrote:

Drew and Anthony,

I echo Kelly's appreciation for your hard work on this bill and these critical issues.

Given DC's experience with the wheelchair accessible taxi pilot and the unique regulatory structure, I believe that the best way to increase the number of wheelchair accessible taxis in DC is to do it in close collaboration with the taxi companies and people with disabilities. I believe more study is needed before a determination can be made on the number or percent of accessible cabs needed in DC given the cost implications. (Note the table below that shows the percentage of accessible cabs in surrounding jurisdictions; Arlington County has under 4% accessible). The proposed bill originally had language suggesting a study to determine the appropriate number of accessible cabs which is preferable to the amendment language distributed. The costs of purchasing and operating wheelchair accessible cabs are significantly higher than non-ramped taxis. I am concerned that mandates over 5% may place a financial hardship on taxi companies in the current environment (or a backlash against accessible cabs as an unintended consequence) and are not well supported with data.

I also believe that the much of the language on wheelchair accessibility is too specific, and is more appropriate as a condition of any taxi company utilizing DC funds, loans or other support to purchase and operate accessible cabs.

The bill's establishment of a disability advisory committee to the DC Taxicab Commission is a great addition. I hope taxi companies are also included in the committee. In my experience, providers/operators and disability advocates working together accomplish more than one group working independently of each other, especially give local conditions here in the District.

Please let me know if you'd like any additional information.

Have a great weekend.

Wendy

| <b>Percent of Wheelchair Accessible Cabs 5/13/2011</b> |                                       |                        |             |
|--------------------------------------------------------|---------------------------------------|------------------------|-------------|
| <b>Washington DC Metro Area</b>                        |                                       |                        |             |
| Jurisdiction                                           | total number<br>of wheelchair<br>cabs | total taxi<br>licences | Percentage  |
| <b>DC</b>                                              | <b>20</b>                             | 6,500                  | 0.3%        |
| <b>Montgomery<br/>County</b>                           | <b>25</b>                             | 715                    | <b>3.5%</b> |
| <b>Prince George's<br/>County</b>                      | <b>10</b>                             | 775                    | <b>1.3%</b> |
| <b>Arlington County</b>                                | <b>29</b>                             | 765                    | <b>3.8%</b> |
| <b>City of Alexandria</b>                              | <b>3</b>                              | 729                    | <b>0.4%</b> |
| <b>Fairfax County</b>                                  | <b>23</b>                             | 576                    | <b>4.0%</b> |

Wendy K. Klancher

Principal Transportation Planner

Metropolitan Washington Council of Governments

777 North Capitol Street N.E. Suite 300

Washington, D.C. 20002



Direct: [REDACTED]

Fax: [REDACTED]

TDD: [REDACTED]

-----Original Message-----

From: Kelly Buckland [mailto:[REDACTED]]

Sent: Friday, July 06, 2012 2:55 PM

To: 'Newman, Andrew (Council)'; [REDACTED] 'Dara Baldwin'; [REDACTED]

[REDACTED] 'Catalino, Anthony (Council)'; 'Orr, Derek K. (EOM)'; 'Chrappah, Ernest (OSSE)'; Wendy Klancher

Subject: RE: Revised Taxi Amendments

Thanks for this version Drew. It is very helpful in understanding the bill.

Also, thanks for all of your hard work on this bill. It is much improved since we met Monday. Unfortunately I don't think we are there yet. As promised here are my comments,

1. On Page 28, the bill states: " "(a) Taxicab service in the District shall be accessible to the disabled and in compliance with the Americans with Disabilities Act of 1990, approved July 26, 1990 (42 U.S.C. § 12101 et seq.)." Could we add: That it will also comply with the DC Human Rights Law (DC Code § 2-1402.31, which prohibits discrimination. Probably goes without saying, but I would be more comfortable if it was stated in the bill.
2. On Page 29 where it describes the DTAC, - where the bill describes the make-up of the Committee, it is unclear if "disability community."

includes the representatives from the government agencies, or just the advocacy groups?

3. To prevent problems with the accessibility requirement language it needs to be changed to say something like: "Each taxicab company or association with 20 or more taxicabs in its fleet AS OF JULY 1, 2012, shall OPERATE accessible taxicabs as follows . . . " The first change (in all caps) is important to prevent companies from splitting up their cabs to get under the 20+ number and thus avoid the accessibility mandate. Then there should be a new provision requiring any new company (regardless of how many cabs they have) to make the same number of its fleet accessible. The second change (in all caps) is meant to require the taxi companies to actually operate accessible cabs, rather than just claim that their accessible cabs are in the fleet, but under repair or some other excuse to avoid the accessibility mandate. The verb "operate" is better than "dedicate," which is really just ownership but not use.

4. I also, agree with Heather that while we appreciate the efforts you have made in these amendments to address our concerns, we cannot support this legislation as it does not provide for the two issues that I have expressed all through this process. We have always asked for 100% accessibility and "hailability". As I read this new version it limits accessible taxis to 10% of taxi fleets, and does not require any independent cabs to be accessible and we don't reach that goal until 2018.

Drew, unfortunately we were not clear enough in our proposal at our last

meeting, maybe because we presented them verbally rather than in writing, but what we were asking for was a statement in the bill that would require cabs at some date to be 100% accessible and we were suggesting increments of 10% or some number similar EACH YEAR in fleets, and replacing every retiring inaccessible independent cab with a new accessible cab. This combination would get both fleets, and independent cabs accessible in ten years or some date near to that

In regard to your analysis of this bill being much better than no bill at all, we will need to discuss that as a coalition. However, I do think it would put us in an awkward position for all of the other reforms to be accomplished in this bill and access to be left in a large part to the DTAC.

Drew, again thanks for all of your hard work, we appreciate all of your efforts!

Kelly Buckland, Executive Director  
The National Council on Independent Living  
1710 Rhode Island Ave. NW, 5th Floor  
Washington, DC 20036

Phone: [REDACTED] [ext. 1004](tel:[REDACTED])

TTY: [REDACTED]

Fax: [REDACTED]

[www.NCIL.org](http://www.NCIL.org)

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-----Original Message-----

From: Newman, Andrew (Council) [mailto: [REDACTED]]

Sent: Thursday, July 05, 2012 8:12 PM

To: Newman, Andrew (Council); Kelly Buckland; [REDACTED]

[REDACTED] Dara Baldwin; [REDACTED]

[REDACTED] Catalino,

Anthony (Council); Orr, Derek K. (EOM); Chrappah, Ernest (OSSE);

[REDACTED]  
Subject: RE: Revised Taxi Amendments

Hello,

As promised, attached is the amendments shown as tracked changes in the bill. It is often easier to see proposed amendments in this form in the context of the overall bill.

Thanks,

Drew

-----Original Message-----

From: Newman, Andrew (Council)

Sent: Thursday, July 05, 2012 3:04 AM

To: Kelly Buckland; [REDACTED] [REDACTED] Dara

Baldwin; [REDACTED] [REDACTED]  
[REDACTED] [REDACTED] Catalino, Anthony (Council); Orr,  
Derek K. (EOM); Chrappah, Ernest (OSSE); [REDACTED]  
Subject: Revised Taxi Amendments

Hello,

Thanks to everyone for participating in Monday's meeting and call. Anthony and I found the conversation to be helpful and productive. I really do think that we are making good progress to increasing the accessibility of our taxi system, and I hope that you agree.

Attached are two files. The first is the current draft of the taxi bill that was passed by the Council on First Reading last month. The second is the current draft of our amendments to the taxi bill that we intend to move on Tuesday. These amendments, I hope, address all of the issues raised on Monday.

Perhaps of greatest importance to the coalition, the amendments would create the following timetable, which is based on what was discussed on Monday:

"(A) At least 3% of each taxi fleet shall be wheelchair-accessible by December 31, 2014."

"(A-1) At least 6% of each taxi fleet shall be wheelchair-accessible by December 31, 2016."

"(A-2) At least 10% of each taxi fleet shall be wheelchair-accessible by December 31, 2018."

"(B) Based on the recommendations of the Committee, which shall be given great weight, the Commission shall increase this requirement to ensure that the District's taxicab system meets the legal requirements and demand for accessible taxicab service.

Additionally, language was strengthened from stating that the Commission may provide grants, loans or other financial assistance for accessible taxis to this:

"In consultation with the Disability Taxicab Advisory Committee, the Commission shall develop a program to provide grants, loans, or other types of financial assistance and incentives to applicants and owners of licensed taxicabs to offset the cost of buying, retrofitting, maintaining, and operating a vehicle for use as a wheelchair-accessible taxicab."

As I know that it can be hard to view these amendments in the context of the overall bill, I have asked one of our interns to create a track changes version of the bill showing these amendments. I expect to receive it around midday and will share it when it is ready.

Lastly, at 10:00 a.m., the Mayor is scheduled to announce the new taxi meter contract that will provide for many of the service improvements required by the taxi bill. Because these meters will include a way to capture the 50-cent per trip fee, the Chief Financial Officer will be issuing a new fiscal impact statement showing how much money will be raised by the fund. We expect the CFO to conclude that the 50-cent fee will raise about \$9 million in the first year and about \$12 million each year thereafter. As soon as we get this information, I'll forward it to you as well.

Anthony and I look forward to receiving your feedback on the draft amendments soon. We would greatly appreciate hearing from you by Friday afternoon so that we can work to address any remaining concerns over the weekend in preparation for Tuesday's vote.

Thanks,

Drew

--

Madonna Long



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**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Samuel Gonzales Chavez (friends with Biergarten Haus) commented on DC Councilmember Tommy Wells's post  
**Date:** Tuesday, July 10, 2012 9:25:15 AM

---

## facebook

Hi Tommy,

Samuel Gonzales Chavez (friends with Biergarten Haus) commented on DC Councilmember Tommy Wells's post.

Samuel wrote: "monopoly should only be a board game...let uber and all other entrepreneurs shake things up in DC"

[Go to comments](#)

[See Comment](#)

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Facebook, Inc. Attention: Department 415 P.O Box 10005 Palo Alto CA 94303



**From:** [Facebook](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Samuel Gonzales Chavez posted on DC Councilmember Tommy Wells's Wall  
**Date:** Monday, July 09, 2012 6:54:00 PM

---

facebook



**Samuel Gonzales Chavez posted on DC Councilmember Tommy Wells's Wall**

"I'm a constituent in Ward 6 and urge you to Strike Down the Minimum Fare Language in the DC Uber Amendment..Thank you! "

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Facebook, Inc. Attention: Department 415 P.O Box 10005 Palo Alto CA 94303

**From:** [Sophie Pyle](#)  
**Subject:** SAVE UBER  
**Date:** Monday, July 09, 2012 6:11:07 PM

---

DC Cabs are about as embarrassing as our derailing metro. I feel unsafe in DC cabs, and recently was driven home by one that was DRUNK. DC cabs need to be cleaned up. Uber is the best thing that has happened to DC in a LONG time. They are clean, timely, and they are equal opportunity picker-uppers. Please do whatever you can to make sure they stick around and please STOP putting them through the ringer.

Sophie Pyle

**From:** [Patrick](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Save Über  
**Date:** Monday, July 09, 2012 10:26:07 PM

---

Hi David,

I voted for you in the last election, and I recently received an email regarding a piece of code being rammed through the DC council to ban Über from offering a competitive service to DC taxis.

I am completely appalled that an organization that is so demonstrably corrupt is strong arming an excellent service. DC taxis rarely come to my neighborhood, and über has been a literal lifeline for me to get home. DC cabs are generally filthy, and manned by rude entitled drivers. I've never once had a rude experience in an uber and find it mind boggling that a modern on-demand service that serves everyone is being trampled by a group of bandits who constantly talk on their cell phones.

Your vote to ban uber's future service would be a disservice to Washington, DC. Vote against it! Make DC cabs work for their money, and give them some healthy competition.

Best regards,  
Patrick Cheek

Sent from my iPad

**From:** [Mara Vandlik](#)  
**To:** [Orange, Vincent B. \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Wells, Thomas \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Bowser, Muriel \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Graham, Jim \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#)  
**Subject:** SAVE UBER DC NOW!!!  
**Date:** Monday, July 09, 2012 5:08:01 PM

---

Are you kidding? You want to punish an innovative and safe alternative to taxi service in the DC area? Save Uber DC Now

**From:** [Candice Mitchell](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Save Uber!  
**Date:** Monday, July 09, 2012 5:04:07 PM

---

Mike,  
Uber is GREAT! Please save it and stop the increases in the uber amendment!!  
Candy Mitchell  
202/ [REDACTED]

**From:** [Jody Pratt](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Save Über!  
**Date:** Monday, July 09, 2012 8:33:48 PM

---

Dear Councilman Wells,

Strike down the MINIMUM FARE language from the [Über Amendment](#). Über provides a very well-run alternative to the positively awful taxi service in this town. Please don't ruin it.

Respectfully,

Jody Pratt



Sent from my iPhone

**From:** [Tom Loper](#)  
**To:** [Tommy](#) [REDACTED]  
**Subject:** Save Uber! Vote against the price floor.  
**Date:** Monday, July 09, 2012 5:00:00 PM

---

Uber is one of the best recent additions to DC's transportation system. I hope you all consider voting against a price floor for Uber. Let taxis openly compete and hopefully their service will be forced to improve as well! Thank you,

Tom

**From:** [Kevin Dwyer](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Save Uber! Please don't cave to pressure from the taxi industry!  
**Date:** Monday, July 09, 2012 5:49:51 PM

---

Dear Mr. Brown,  
I've been using the Uber car service for the last few months, and I absolutely love it. I try to consistently support restaurants and other establishments in places like H St. and Columbia Heights by traveling across the city. I've often been reluctant to go to those areas because of the difficulty of getting a taxi. Cab drivers refuse to travel to places like Georgetown. They often lock their doors until people tell them where they are going, then refuse to drive across town. This behavior is infuriating. Unlike the typical taxi, Uber is service oriented and gladly takes me where I want to go. It's not fun being stranded, and Uber is reliable and efficient.

I'm confused and extremely upset to hear that the DC Council is considering a move to make it illegal for Uber to lower their fares and mandate that Uber must charge 5 times a taxi's minimum rate. That's ridiculous. Without Uber, I would spend far less money traveling around the District. Please reconsider this proposal to unfairly penalize an efficient, customer friendly company. You should instead encourage taxi drivers to be more like Uber.

Sincerely,  
Kevin Dwyer



**From:** [Laura Curtis](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Save Uber!!  
**Date:** Monday, July 09, 2012 7:17:45 PM

---

Dear Michael Brown,

As someone who uses taxis on a weekly basis, I'm deeply concerned about tomorrow's DC Council vote on the "Uber amendment," and *strongly* urge you to oppose any language that would impose a minimum fare on firms like Uber. I firmly believe DC residents need more competition in the taxi industry, not less, and your position on tomorrow's vote will significantly impact my support for your campaign in the next DC Council election. Of the many areas under the Council's control, your position on this issue is one of the most important to me.

I'll be very interested to see the outcome of tomorrow's vote and your position on the Uber amendment.

Best,

--

**Laura J. Curtis**  
Virginia Tech Class of 2011



**From:** [Laura Curtis](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Save Uber!!  
**Date:** Monday, July 09, 2012 7:15:52 PM

---

Dear David Catania,

As someone who uses taxis on a weekly basis, I'm deeply concerned about tomorrow's DC Council vote on the "Uber amendment," and *strongly* urge you to oppose any language that would impose a minimum fare on firms like Uber. I firmly believe DC residents need more competition in the taxi industry, not less, and your position on tomorrow's vote will significantly impact my support for your campaign in the next DC Council election. Of the many areas under the Council's control, your position on this issue is one of the most important to me.

I'll be very interested to see the outcome of tomorrow's vote and your position on the Uber amendment.

Best,

--

**Laura J. Curtis**  
Virginia Tech Class of 2011



**From:** [Paloma Zepeda Simpkins](#)  
**To:** [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Say no to the Minimum Fare language  
**Date:** Monday, July 09, 2012 5:16:57 PM

---

Dear Councilman Brown, Councilman Catania and Councilman Orange.

I live in Ward 2 here in DC. I use Uber all the time - it's a much safer option for me as a woman to have a car right outside at night or heading to the airport very early in the morning rather than to hang around on the street trying to hail a cab. A good friend who also lives in Ward 2 relied on Uber after he was disabled in a car accident. Uber drivers regularly helped him in and out of the car, something he could count on from Uber, but not from taxi services. Both of us rely on this service to get around the city safely, and we're not the only ones.

Trying to force Uber to charge higher prices is wrong. Taxis will usually be the cheapest option, but for those of us who want an extra measure of convenience and safety, Uber should decide - as the one providing the service -- what that costs.

I will be very disappointed if the city council engages in a sanctioned a price-gouge against the citizens of DC, and hope that you will say "no" to the minimum fare language in the Uber Amendment.

Many thanks,

Paloma A. Zepeda

--

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**From:** [Patrick Nettles](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Sedan Service (Uber Amendment) Action  
**Date:** Monday, July 09, 2012 10:34:48 PM

---

Dear Mr. Wells:

As a DC homeowner, I urge you not to support the proposed action before the City Council to limit sedan services by setting artificial protectionist price boundaries and other unnecessary regulatory constraints that prevent innovative efforts by new companies to deliver the best service for the best price. Basic economics of cost and scale should (and will) dictate appropriate price limits for such services. Our city government should not impose arbitrary political decisions to benefit a few who would prefer not to compete fairly. If better services are delivered at a fair price, all residents of the district as a whole will be better served, and our city's overall reputation with visitors will benefit.

Regards-

Patrick Nettles

**From:** [Patrick Nettles](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Sedan Service (Uber Amendment) Action  
**Date:** Monday, July 09, 2012 10:33:25 PM

---

Dear Mr.Catania:

As a DC homeowner, I urge you not to support the proposed action before the City Council to limit sedan services by setting artificial protectionist price boundaries and other unnecessary regulatory constraints that prevent innovative efforts by new companies to deliver the best service for the best price. Basic economics of cost and scale should (and will) dictate appropriate price limits for such services. Our city government should not impose arbitrary political decisions to benefit a few who would prefer not to compete fairly. If better services are delivered at a fair price, all residents of the district as a whole will be better served, and our city's overall reputation with visitors will benefit.

Regards-

Patrick Nettles

**From:** [Patrick Nettles](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Sedan Service (Uber Amendment) Action  
**Date:** Monday, July 09, 2012 10:32:11 PM

---

Dear Mr. Brown:

As a DC homeowner, I urge you not to support the proposed action before the City Council to limit sedan services by setting artificial protectionist price boundaries and other unnecessary regulatory constraints that prevent innovative efforts by new companies to deliver the best service for the best price. Basic economics of cost and scale should (and will) dictate appropriate price limits for such services. Our city government should not impose arbitrary political decisions to benefit a few who would prefer not to compete fairly. If better services are delivered at a fair price, all residents of the district as a whole will be better served, and our city's overall reputation with visitors will benefit.

Regards-

Patrick Nettles

**From:** [REDACTED]  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Sedan Service vs Taxi Commission Amendment Vote  
**Date:** Monday, July 09, 2012 10:38:39 PM

---

Dear Councilmember Catania,  
Please vote to protect fair competition among ground transportation competitors; particularly start-ups such as sedan services within the District of Columbia. Uber is a wonderful service and allows me to safely travel throughout the city when taxis are not available; or desirable, such as last week when two of them would not turn on their air conditioning and kept all the windows down. The taxis need competition so that they become more customer service oriented.

Please consider the ground transportation needs and desires of your constituents when you vote tomorrow on this legislation amendment.

Thank you.

Barbara L. Bryant

[REDACTED]

Washington, D.C. 20007

[REDACTED]

**From:** [REDACTED]  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Sedan Service vs Taxi Commission Amendment Vote  
**Date:** Monday, July 09, 2012 10:34:04 PM

---

Dear Councilmember Wells,  
Please vote to protect fair competition among ground transportation competitors; particularly start-ups such as sedan services within the District of Columbia. Uber is a wonderful service and allows me to safely travel throughout the city when taxis are not available; or desirable, such as last week when two of them would not turn on their air conditioning and kept all the windows down. The taxis need competition so that they become more customer service oriented.

Please consider the ground transportation needs and desires of your constituents when you vote tomorrow on this legislation amendment.

Thank you.

Barbara L. Bryant

[REDACTED]

Washington, D.C. 20007

[REDACTED]



**From:** [REDACTED]  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Sedan Service vs Taxi Commission Amendment Vote  
**Date:** Monday, July 09, 2012 10:25:13 PM

---

Dear Councilmember,  
Please vote to protect fair competition among ground transportation competitors; particularly start-ups such as sedan services within the District of Columbia. Uber is a wonderful service and allows me to safely travel throughout the city when taxis are not available; or desirable, such as last week when two of them would not turn on their air conditioning and kept all the windows down. The taxis need competition so that they become more customer service oriented.

Please consider the ground transportation needs and desires of your constituents when you vote tomorrow on this legislation amendment.

Thank you.

Barbara L. Bryant

[REDACTED]  
Washington, D.C. 20007  
[REDACTED]

**From:** [Brennan Bilberry](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Special Interests  
**Date:** Monday, July 09, 2012 5:51:38 PM

---

Hi Councilman Brown,

I am writing as a DC voter and resident. I am very concerned about the proposed action by the council to impose a new minimum on the fares of Uber DC.

This issue is not just about transportation - it is about special interest influence in politics. The idea that representatives of the citizens of DC would pursue policies to raise prices for everyone and shut down an employer in our area to benefit specific a business group is hard to comprehend.

I hope you will oppose the attempt to increase Uber fares. It certainly seems like a minor issue but it is symbolic of whether our elected officials will make decisions that benefit their constituents.

Best,  
Brennan

**From:** [Brian Branton](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Stand up against the Taxi Cab Commission!  
**Date:** Monday, July 09, 2012 6:16:43 PM

---

Dear City Councilmember:

I am writing to respectfully ask you to vote against the absurd and anti-competitive minimum fare amendment to the taxicab modernization bill.

Frankly, I am tired of the taxi lobby consistently fight to resist any regulatory improvements, maintain their monopolies, and raise fares again and again and again.

A cab ride that cost me \$5.50 five years ago now costs me \$15.00 (far more expensive than any cab ride I have ever taken in any NYC for the same distance and in the same traffic), and I still can't use my credit card on the vast majority of cabs and get dirty looks when I ask a cab driver to turn on the a/c on 90-degree days.

Please show some courage and allow Uber to compete on a level playing field with taxicabs. If they are scared of competition, good; they need it to get their act together.

Brian Branton

**From:** [Brian Branton](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Stand Up Against the Taxi Cabs!  
**Date:** Monday, July 09, 2012 6:15:38 PM

---

Dear City Councilmember:

I am writing to respectfully ask you to vote against the absurd and anti-competitive minimum fare amendment to the taxicab modernization bill.

Frankly, I am tired of the taxi lobby consistently fight to resist any regulatory improvements, maintain their monopolies, and raise fares again and again and again.

A cab ride that cost me \$5.50 five years ago now costs me \$15.00 (far more expensive than any cab ride I have ever taken in any NYC for the same distance and in the same traffic), and I still can't use my credit card on the vast majority of cabs and get dirty looks when I ask a cab driver to turn on the a/c on 90-degree days.

Please show some courage and allow Uber to compete on a level playing field with taxicabs. If they are scared of competition, good; they need it to get their act together.

Brian Branton

**From:** [Brian Branton](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Stand up against the taxicab commission!!!  
**Date:** Monday, July 09, 2012 6:17:55 PM

---

Dear City Councilmember:

I am writing to respectfully ask you to vote against the absurd and anti-competitive minimum fare amendment to the taxicab modernization bill.

Frankly, I am tired of the taxi lobby consistently fight to resist any regulatory improvements, maintain their monopolies, and raise fares again and again and again.

A cab ride that cost me \$5.50 five years ago now costs me \$15.00 (far more expensive than any cab ride I have ever taken in any NYC for the same distance and in the same traffic), and I still can't use my credit card on the vast majority of cabs and get dirty looks when I ask a cab driver to turn on the a/c on 90-degree days.

Please show some courage and allow Uber to compete on a level playing field with taxicabs. If they are scared of competition, good; they need it to get their act together.

Brian Branton

**From:** [Peter Mattocks](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Stand up for UBER  
**Date:** Monday, July 09, 2012 5:20:25 PM

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Dear Councilmember Wells,

I am a long-time resident of Washington, D.C. and I fully support and use UBER regularly. Because of where my home is located, it is often very difficult to hail a taxi on the street and my experience has been that calling a dispatch service only results in a taxi coming about 50% of the time. Thus, my life as a resident of D.C. improved dramatically when UBER, which is reliable, affordable, and convenient, was introduced. I began to visit areas of the city not well served by public transportation options. Additionally, because UBER accepts credit cards, I do not feel the need to carry cash, which improves my feeling of security. As an entity that uses credit cards, I assume also that the tax revenue from UBER is assured in a way that taxes from taxi companies is not. In other words, UBER cannot cheat on its taxes like taxis can and do.

I strongly oppose any efforts to favor the taxicab system over UBER, which is an innovative small business that improves the lives of DC residents like me. UBER drivers are also DC residents that deserve to make a living just as much as taxi drivers do. The government should not pick one over another. Let DC residents pick their preferred mode of transportation.

Please confirm you will oppose any efforts to impede their business as outlined below.

Thanks,

Peter

-----

FROM UBER PRESS RELEASE

On Independence Day, Uber announced a roll out of a lower cost service that we call UberX. A less expensive Uber option on an all-hybrid fleet. We're pretty excited about it and think it's a great idea for cities across the country. What some of you probably noticed is that there was no roll out of this service in the District. That is because, only days earlier, the DC City Council informed us that they intended to pass an amendment to the taxi modernization bill that would make it illegal for Uber to lower its prices or to offer a low cost service in any form.

The Council's intention is to prevent Uber from being a viable alternative to taxis by enacting a price floor to set Uber's minimum fare at today's rates and no less than 5 times a taxi's minimum fare. Consequently they are handicapping a reliable, high quality transportation alternative so that Uber cannot offer a high quality service at the best possible price. It was hard for us to believe that an elected body would choose to keep prices of a transportation

service artificially high - but the goal is essentially to protect a taxi industry that has significant experience in influencing local politicians. They want to make sure there is no viable alternative to a taxi in Washington DC, and so on Tuesday (tomorrow!), the DC City Council is going to formalize that principle into law.

For obvious reasons, Uber is seriously concerned about punitive government intervention in a well functioning marketplace. Because of this we felt it was our responsibility to let our riders know about the issues at hand.

Take Action

THE COUNCIL VOTES ON THE UBER AMENDMENT TOMORROW!

If each of us writes or calls our DC Council people, we could make an impact on this law. What are we asking for?

Strike down the MINIMUM FARE language from the Uber Amendment.

Here are the City Council members' contact info. Call/write as many of them as possible!

Phil Mendelson (Chairman), (202) [REDACTED]

Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED]

@marycheh

Michael Brown, at-large, (202) [REDACTED]

@cmmichaelabrown

Jim Graham, Ward 1, (202) [REDACTED] @jimgrahamward1

Jack Evans, Ward 2, (202) [REDACTED] @jackevansward2

Muriel Bowser, Ward 4, (202) [REDACTED] @murielbowser

Kenyan McDuffie, Ward 5, (202) [REDACTED]

@kenyanmcduffie

Tommy Wells, Ward 6, (202) [REDACTED] @tommywells

Yvette Alexander, Ward 7, (202) [REDACTED] @cmyma

Marion Barry, Ward 8, (202) [REDACTED] @marionbarryjr

David Catania, at-large, (202) [REDACTED] @cataniapress

Vincent Orange, at-large, (202) [REDACTED] @vincentorangedc

**From:** [Chadwick Cipiti](#)  
**To:** [Graham, Jim \(COUNCIL\)](#); [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Stand with Uber  
**Date:** Monday, July 09, 2012 7:46:44 PM

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Please vote to strike down the minimum fare tomorrow. As in all aspects of city life, voters want quality services. Taxi drivers and the taxi lobby are not delivering. In fact, they're getting worse and worse at their jobs. Don't side with the under-achievers. It will reflect poorly on your record. Stand with Uber because quality counts.

I've been a DC resident for 16 years, DC homeowner for 12 years, and have never owned a car.

Chadwick Cipiti  
1606 Belmont Street, NW #D  
[REDACTED]

C

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new prefs — skype **ChadwickCipiti** | yim/aim/gtalk **ChadwickCipiti** | mobile [REDACTED]

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### **chadwick cipiti studios, inc.**

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1606 belmont st nw #d, washington dc, 20009  
email [REDACTED] | web [www.chad-wick.com](http://www.chad-wick.com)  
facebook [chadwick.cipiti](#) and [chadwick.cipiti.studios](#) / twitter [chaddashwick](#)



**From:** [Peter Mattocks](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Stand with UBER!  
**Date:** Monday, July 09, 2012 5:23:05 PM

---

Dear Councilmember Catania,

I am a long-time resident of Washington, D.C. and I fully support and use UBER regularly. Because of where my home is located, it is often very difficult to hail a taxi on the street and my experience has been that calling a dispatch service only results in a taxi coming about 50% of the time. Thus, my life as a resident of D.C. improved dramatically when UBER, which is reliable, affordable, and convenient, was introduced. I began to visit areas of the city not well served by public transportation options. Additionally, because UBER accepts credit cards, I do not feel the need to carry cash, which improves my feeling of security. As an entity that uses credit cards, I assume also that the tax revenue from UBER is assured in a way that taxes from taxi companies is not. In other words, UBER cannot cheat on its taxes like taxis can and do.

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Peter

-----

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Strike down the MINIMUM FARE language from the Uber Amendment.

Here are the City Council members' contact info. Call/write as many of them as possible!

Phil Mendelson (Chairman), (202) [REDACTED] [REDACTED]

Mary Cheh, Ward 3, (Chairperson of Committee on the Environment, Public Works and Transportation), (202) [REDACTED] [REDACTED]

@marycheh

Michael Brown, at-large, (202) [REDACTED] [REDACTED]

@cmmichaelabrown

Jim Graham, Ward 1, (202) [REDACTED] [REDACTED] @jimgrahamward1

Jack Evans, Ward 2, (202) [REDACTED] [REDACTED] @jackevansward2

Muriel Bowser, Ward 4, (202) [REDACTED] [REDACTED] @murielbowser

Kenyan McDuffie, Ward 5, (202) [REDACTED] [REDACTED]

@kenyanmcduffie

Tommy Wells, Ward 6, (202) [REDACTED] [REDACTED] @tommywells

Yvette Alexander, Ward 7, (202) [REDACTED] [REDACTED] @cmyma

Marion Barry, Ward 8, (202) [REDACTED] [REDACTED] @marionbarryjr

David Catania, at-large, (202) [REDACTED] [REDACTED] @cataniapress

Vincent Orange, at-large, (202) [REDACTED] [REDACTED] @vincentorangedc

**From:** [Jomar Hilario](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** STARTUP uber is improving lives, so support them...  
**Date:** Tuesday, July 10, 2012 11:11:43 AM

---

**Strike down the MINIMUM FARE language from the Uber Amendment.**

Jomar Hilario / 

THIS IS NOT A MASS EMAIL, THIS EMAIL IS REALLY FOR YOU.

**From:** [Ryan Rodriguez](#)  
**To:** [Evans, Jack \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Stop Protecting the Cab Industry  
**Date:** Monday, July 09, 2012 6:18:02 PM

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I have been a resident of Washington, DC since 1997 and have lived for the past several years at 10<sup>th</sup> & M, NW. I am a regular user of Uber services and am writing to urge you to vote against any of the proposed minimum Uber rates I have been hearing about recently. It is the cab industry's own laziness, ineptitude, and general disorganization that has allowed Uber to come onto the scene with an easy to use method for those of us living in the current century to quickly and easily secure a cab. I wish DC cabs could hurry up and provide something similar because Uber is already so expensive, but that service is worth the additional money. It is unfair and even un-American to penalize a company like Uber for filling in a gap that the current market intentionally (through their laziness) left open. A vote to protect the cab companies to restrict Uber is a vote against your constituents.

I look forward to hearing the results of the vote and learning if my faith in democracy has been unfounded.

Yours truly,

Ryan R. Rodriguez

Ryan R. Rodriguez

[REDACTED]

Washington, DC 20001

[REDACTED]

**From:** [Jennifer MacGregor](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** STOP RESTRICTIONS ON UBER  
**Date:** Tuesday, July 10, 2012 12:29:53 PM

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Dear DC council members,

I am shocked and outraged to hear that Uber, a much needed transportation service for busy Washingtononians, may be forced by legislation to artificially raise their prices. We certainly need alternatives to the (often unreliable)Taxi services in this city.

Please do not vote against busy working professionals!

Warm regards,  
Jennifer

--

Jennifer L. MacGregor, MD



Associate, Washington Institue of Dermatologic Laser Surgery  
Assistant Professor of Dermatology Georgetown University Hospital  
[www.skinlaser.com](http://www.skinlaser.com)

**From:** [Megan \(Milam\) Rosenbusch](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Stop the DC Uber amendment  
**Date:** Tuesday, July 10, 2012 10:09:56 AM

---

Dear Council Member Wells,

I sent this letter to the entire city council, but as your constituent and voter, I wanted to share my thoughts with you especially regarding the DC Uber amendment.

I am writing to express my strong opposition to the DC Uber amendment. I am an eight year resident of SE Washington DC, and I generally take the DC metro or the Capital Bikeshare, take taxis often, and also am a customer of Uber. I find Uber to be more reliable and a more enjoyable experience than DC taxis who are often difficult to find in my neighborhoods. Taxis rarely come to SE, so it is difficult to find one from my house, and I have been forcibly rejected from taxis regularly because they would prefer to shuttle between busy neighborhoods at night and often refuse to drive to the Capitol Hill/SE neighborhood. I find it shocking that a government would try to prohibit businesses from offering services to consumers at competitive rates to protect an inefficient, overpriced monopoly. If one company develops technology to improve efficiency and profit by offering a similar - or in this case better service - at a competitive or low price, then consumers should be given the opportunity to patronize that company.

Instead of voting to fix prices and cause voters to pay more for transportation, I would think City Council would encourage the taxi cab industry to adopt similar technology and compete on better service and efficiency.

In addition, I would ask for your response regarding why I am not permitted to park on the streets within a five block radius of my neighborhood. I recently moved to the Axiom apartment building, located near the baseball stadium, from my former residence in the Potomac Avenue metro area. I was stunned to discover that despite the fact that I pay to register my car in DC, I am not able to park anywhere in the vicinity of my apartment building without paying additional fees using parking meters. Instead, we were forced to pay an exorbitant rate for our parking spot in the apartment building in order to be able to do such simple things as unload groceries without having to carry them five blocks in the heat and humidity. Speaking for the over 600 apartments in that area not to mention the condos and houses that surely don't appreciate us taking up additional street parking in their areas, I would appreciate your consideration of this matter as well.

I appreciate your consideration of this important matter and urge you to do what is best for the citizens of DC and NOT for the taxi-cab monopoly.

Megan Rosenbusch

[REDACTED]

Washington DC 20003

**From:** [Van Richardson](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** Strike 8C - Remove Sedan Minimums  
**Date:** Tuesday, July 10, 2012 5:38:32 PM

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I would hope that as ***elected public officials*** that you would have the interest of the public in your decision making process, it is after all what you were elected to do. Setting a minimum for sedan transportation just to save the backing of the taxicab commission who continually looks out for their bottom line and not the best interest of the consumer would be a travesty. There is a reason why Uber has a marketplace in DC, because the taxicab commission in itself is so poorly run (hint zones, higher fares) that a need for competition has arisen. If you cannot see that this is something that hurts your constituents then you clearly have no business being in office to represent us.

I hope this memo accompanies many other memo's in the same nature that leaves you wondering whether you will be re-elected if you choose to keep such amendments in place that hurt the people you are in place to protect. I will do everything in my power to initiate rally's and votes to change the status quo of our current elected officials if this does go into place.

Please represent us the way you would want to be represented and strike down 8c tonight.

Voting Constituent,

Van Richardson

**From:** [Jared Harrison](#)  
**To:** [Catania, David A. \(COUNCIL\)](#)  
**Subject:** Fwd: STRIKE 8C - Remove sedan minimums  
**Date:** Tuesday, July 10, 2012 2:18:42 PM

---

Councilmember Catania,

In your role as Councilmember At Large, I urge you to support Councilmember Evans' amendment to remove sedan minimums.

All the best,  
Jared Harrison  
Ward 2

----- Forwarded message -----

**From:** **Evans, Jack (COUNCIL)** <[REDACTED]>  
**Date:** Tue, Jul 10, 2012 at 1:57 PM  
**Subject:** RE: STRIKE 8C - Remove sedan minimums  
**To:** Jared Harrison <[REDACTED]>

[REDACTED]

Schannette Grant on behalf of Jack Evans

Chief of Staff

---

**From:** Jared Harrison [mailto:[REDACTED]]  
**Sent:** Monday, July 09, 2012 7:01 PM  
**To:** Evans, Jack (COUNCIL)  
**Subject:** STRIKE 8C – Remove sedan minimums

Council Member Evans,

I am writing to strongly urge you and your colleagues on the City Council strike down 8C in your vote tomorrow and REMOVE SEDAN MINIMUMS.

Companies that would be adversely affected by this bill are operating a legitimate business in our community that not only provides a valuable and affordable service to your constituents, but does so in a fair and environmentally sound way. This healthy competition can only elevate and improve Washington's entire transportation



system. Please do not allow a powerful, but selfish, taxi lobby to derail a service that is enabling Washington to continue to be one of the greatest cities in the nation and world.

Please continue to improve Ward 2 and Washington and strike down 8C.

Sincerely,  
Jared Harrison  
Ward 2 Resident

**From:** [Ron Nicynski](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Subject:** STRIKE 8C – Remove sedan minimums  
**Date:** Tuesday, July 10, 2012 12:42:34 PM  
**Attachments:** [hargrove\\_orange\\_xsmall24bc6.png](#)

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Hello DC Council members,

This is the first I have written any of you for any reason in the close to five years I have been a DC resident and tax-paying homeowner – I do not take lightly my following concerns:

Why am I going to be penalized for choosing a new, professional and affordable car service, Uber, because I am tired of the rude DC taxi drivers, filthy cabs, and horrendous taxi experiences I continue to have each and every time I take a taxi ride (which I still do)? How can you represent me without considering me?

The DC Taxi Commission does not deserve to have a monopoly on all car transport in the city. Citizens deserve the right to choose their vehicle of choice, and if it happens to be a sedan service, that service should not be mandated to charge 5x the drop rate for taxicabs.

I am shocked it is even legal to for my local government to allow such a monopoly to be passed through.

I am a citizen of DC, a car owner, a metro rider, a taxi rider, and an Uber user... and I use each of those forms of transportation depending upon my need and convenience at the time.

That being said, I want to state my extreme displeasure with the new legislation that you are proposing that would severely penalize Uber users.


8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:  
“(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I understand that you are trying to overhaul the DC Taxi system... but give me a break! Uber has come into the city and fulfilled a much-needed niche for customers that are fed up with rude taxi drivers in sub-par vehicles, who often times won't even take you to your desired destination.

The DC Taxi Commission does not deserve to have a monopoly on all car transport in the city. Citizens deserve the right to choose their vehicle of choice, and if it happens to be a sedan service, that service should not be mandated to charge 5x the drop rate for taxicabs.

PLEASE STRIKE 8C.

Sincerely,  
Ron Nicynski

  
Washington, DC 20001



Ron Nicynski  
Account Executive  
Events

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██████████ | ██████████ (o) | ██████████ (c) | ██████████ (f)

1 Hargrove Drive, Lanham MD 20706 | [www.hargroveinc.com](http://www.hargroveinc.com)

**From:** [R. Chris Hawkins](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED]  
**Subject:** STRIKE 8C – Remove sedan minimums  
**Date:** Tuesday, July 10, 2012 10:12:23 AM

---

Hello DC Council members.

I am a citizen of DC, a car owner, a metro rider, a taxi rider, and an Uber user... and I use each of those forms of transportation depending upon my need and convenience at the time.

That being said, I want to state my extreme displeasure with the new legislation that you are proposing that would severely penalize Uber users.

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The DC Taxi Commission does not deserve to have a monopoly on all car transport in the city. Citizens deserve the right to choose their vehicle of choice, and if it happens to be a sedan service, that service should not be mandated to charge 5x the drop rate for taxicabs.

PLEASE STRIKE 8C.

Thank you.

- R. Chris Hawkins

**From:** [J.Cervantes](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [Cheh, Mary \(COUNCIL\)](#)  
**Subject:** STRIKE 8C – Remove sedan minimums  
**Date:** Monday, July 09, 2012 5:37:21 PM

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Please listen to your constituents and strike down the MINIMUM FARE language from the Uber Amendment. We have voted you into office to represent the people of DC -- to provide us a fair and just city to live. By allowing this amendment to pass you are disallowing a competitive marketplace for transportation and potentially creating financial hardship on commuters. Do not listen to the voice of unions, lobbyists or special interests groups, instead do what is best for the city of Washington and listen to the voice of your electorate.

Sincerely,

J. Cervantes

--

**From:** [Fabbri Massimo](#)  
**To:** [Lisa Amore](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]  
**Subject:** Re: STRIKE 8C - Remove sedan minimums.  
**Date:** Monday, July 09, 2012 8:43:29 PM

---

Im not as elequent as Lisa Amore is with words but I agree with everything she said.

Please dont raise the price on Uber

Sent from iPhone  
Massimo Fabbri  
Executive Chef  
Ristorante Tosca & Posto

On Jul 9, 2012, at 6:01 PM, "Lisa Amore" <[REDACTED]> wrote:

Hello DC Council members,

I am a citizen of DC, a car owner, a metro rider, a taxi rider, and an Uber user... and I use each of those forms of transportation depending upon my need and convenience at the time.

That being said, I want to state my extreme displeasure with the new legislation that you are proposing that would severely penalize Uber users.

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**The DC Taxi Commission does not deserve to have a monopoly on all car transport in the city. Citizens deserve the right to choose their vehicle of choice, and if it happens to be a sedan service, that service should not be mandated to charge 5x the drop rate for taxicabs.**

**PLEASE STRIKE 8C.**

Thank you.

Lisa Amore

Lisa Amore

**AMORE Marketing + Public Relations**

910 M Street, NW # 520, Washington, DC 20001

office: [REDACTED]

mobile: [REDACTED]

[www.amorepr.com](http://www.amorepr.com)

**From:** [Peter Klaus](#)  
**To:** [Lisa Amore](#)  
**Cc:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#); [REDACTED]  
**Subject:** Re: STRIKE 8C - Remove sedan minimums.  
**Date:** Monday, July 09, 2012 7:20:50 PM

---

DC Council Members,

I echo and completely support the statements made by Ms. Amore.

This proposed legislation is outrageous and an affront to the residents of DC.

Please strike 8C!

Best,

Peter Klaus  
[REDACTED]

Washington, DC 20001

On Mon, Jul 9, 2012 at 6:01 PM, Lisa Amore <[REDACTED]> wrote:

Hello DC Council members,

I am a citizen of DC, a car owner, a metro rider, a taxi rider, and an Uber user... and I use each of those forms of transportation depending upon my need and convenience at the time.

That being said, I want to state my extreme displeasure with the new legislation that you are proposing that would severely penalize Uber users.

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

“(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

I understand that you are trying to overhaul the DC Taxi system... but give me a break! Uber has come into the city and fulfilled a much-needed niche for customers that are fed up with rude taxi drivers in sub-par vehicles, who often times won't even take you to your desired destination.



The DC Taxi Commission does not deserve to have a monopoly on all car transport in the city. Citizens deserve the right to choose their vehicle of choice, and if it happens to be a sedan service, that service should not be mandated to charge 5x the drop rate for taxicabs.

PLEASE STRIKE 8C.

Thank you.

Lisa Amore

Lisa Amore

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[REDACTED]

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**From:** [Lisa Amore](#)  
**To:** [Mendelson, Phil \(COUNCIL\)](#); [Cheh, Mary \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Graham, Jim \(COUNCIL\)](#); [Evans, Jack \(COUNCIL\)](#); [Bowser, Muriel \(COUNCIL\)](#); [McDuffie, Kenyan \(Council\)](#); [Wells, Thomas \(COUNCIL\)](#); [Alexander, Yvette \(COUNCIL\)](#); [Barry, Marion \(COUNCIL\)](#); [Catania, David A. \(COUNCIL\)](#); [Orange, Vincent B. \(Council\)](#)  
**Cc:** [REDACTED]  
**Subject:** STRIKE 8C - Remove sedan minimums.  
**Date:** Monday, July 09, 2012 6:01:45 PM  
**Importance:** High

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Hello DC Council members,

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**PLEASE STRIKE 8C.**

Thank you.

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From: [Marsha Gentner](#)  
To: [REDACTED]  
Cc: [Catania, David A. \(COUNCIL\)](#); [Brown, Michael \(Council\)](#); [Orange, Vincent B. \(Council\)](#)  
Subject: Strike 8C the Uber Amendment  
Date: Monday, July 09, 2012 5:42:24 PM

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Dear Council Members:

The below listed proposed amendment is COMPLETELY against the interests of many DC residents. In my DC neighborhood (I've lived, and paid taxes, in DC for 37 years), because we live so close to the Maryland line, no taxis come to our neighborhood. Even if you call them, they don't show, or show up 15 minutes to a half hour late. Last week, my daughter was in Columbia Heights after midnight when the subway was closed, The first cab she hailed refused to take her to Chevy Chase DC. It took a very long (unsafe) time for her to get a second cab. Uber comes within 10 minutes, and they NEVER refuse to come to our neighborhood. Also, no cash is required.

UBER serves a need for residents of DC, the people whom you are supposed to serve, that is completely unfilled by Taxis and town cars. (Uber already is more expensive than a taxi - if we can take a taxi, we do.)

Please do not limit our choices. Please vote to strike the Uber Amendment.

Marsha G. Gentner

[REDACTED]

Washington, DC 20015

#### Part B. — Uber Amendments

8. New subsections (c) and (d) are added to the new Sec. 20m (Page 36-7) to read as follows:

"(c) (1) The minimum fare for sedan-class vehicles shall be five times the drop rate for taxicabs, as established by 31 DCMR § 801.3 (a).

"(2) The time and distance rates for sedan-class vehicles shall be greater than the time and distance rates for taxicabs, as established by as established by 31 DCMR § 801.3 (b) and (c).

"(3) On or after July 1, 2013, affected persons or businesses may petition the Commission to change the requirements of paragraphs (1) and (2) of this subsection by rule for good cause shown.

"(d) For the purposes of this section, a business that connects its customers to sedans shall be exempt from regulation by the Commission, provided that:

"(1) The business provides an estimated fare to the customer when a sedan is booked;

"(2) The method for calculating the fare structure and the applicable rates are provided by the business to the user of the mobile application prior to booking a

sedan;

"(3) Upon completion of the trip, the customer is provided a receipt that lists the origination and destination of the trip, the total distance and time of the trip, and the total fare paid; and

"(4) The sedans operating this service are licensed and comply with the requirements of this section.".

**From:** [Emily Acland](#)  
**To:** [Wells, Thomas \(COUNCIL\)](#)  
**Subject:** Strike 8C Tomorrow  
**Date:** Monday, July 09, 2012 5:48:26 PM

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Dear Councilman Wells,

This is the first time I've ever felt moved to write to an elected official, I'm not sure what that says about me as a citizen or DC resident, but it does reflect on how strongly I feel about the amendment on hired sedans that will be voted upon tomorrow. I am very disappointed that Council is yet again bowing to the desires of the inadequate DC taxi association and allowing them to stomp out legal, efficient, safe, and cost-effective transportation services.

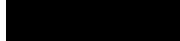
I understand that the car service, Uber, is the focus for much of this argument. I'd like to explain to you why I use Uber, and why I will be deeply disappointed if you force their business out of the District.

Last October, I got into a licensed DC taxi cab with another 20-something female friend around 10 PM heading home from a dinner with friends. We were chatting over gossip when we noticed that the cab driver was very much off course. When we engaged the driver, he told us to "Shut up if we knew what was good for us" as he continued on the highway across into Anacostia - we were supposed to be going to 2nd and E Street NE. I began to dial 911 when we were fortunate enough to drive past a police officer who noticed the flailing argument within. I do not know what the driver had intended to do, but it was horrifying, scarring, and mine is certainly not the only story of its kind.

When Uber came to town I was extremely skeptical, but they offered me a licensed driver whose location was tracked, who knew my name and where I needed to be, and whose car I could look up on my phone to report during my ride or at a later date. If I am out late, I do not have to wait outside alone or search for another "safe" licensed DC taxi. You're right, this is a premium service, but Uber is able to provide this service at a low cost, and they would be willing and able to go lower if DC Council would allow it. Instead, the taxi association is pushing mandates to keep transportation prices artificially high in an otherwise well-functioning marketplace.

Please, do not approve these minimum fares mandates. Instead, tell the taxi companies to take this as an opportunity to examine their own service and business model to make it more cost effective instead of increasing their fares and forcing others out of business. My friends, family and I will be paying close attention to this decision to see whether our Council members are voting to represent their constituents or the voices of the taxi association.

Sincerely,  
Emily Acland



**From:** [George Holman](#)  
**To:** [Brown, Michael \(Council\)](#)  
**Subject:** Strike Anti-Uber Amdt  
**Date:** Monday, July 09, 2012 5:15:41 PM

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Dear Mr. Brown:

I'm writing to encourage you to strike any efforts to limit Uber's service. I'm appalled that the Council would consider putting a minimum fare of 5 times the cab fare on the Uber Car service. Many people enjoy the option of Uber for convenience and quality. Uber does not compete with cabs; instead they compete with other car services.

I encourage you to show that the District welcomes innovative startups like Uber by striking any burdensome and anti-competitive amendments that would limit Uber's service or make it too cost prohibitive.

Thanks for your time.

George Holman

[REDACTED]

Washington DC 20002